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840808-840831 AGENDA/MIN  
198408

OPERATION & WORKS COMMITTEE MG.O

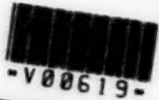
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PALVIEW CONTRACTING

CITY OF MISSISSAUGA  
RETURN TO CENTRAL RECORDS  
BOX LABEL



-V00619-

LOCATION LABEL



-98080215-



AUGUST 8, 1984

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

WEDNESDAY, AUGUST 8, 1984 AT 9:30 A.M.

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman  
John Rogers, Vice Chairman  
Councillor D. Culham  
Councillor D. Cook  
Councillor H. Kennedy  
Christopher B. Gauer  
E. Allan Hignell

PREPARED BY: Clerk's Department  
DATE: August 2, 1984

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS  
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD  
TO ANY ITEM ON THE AGENDA.

15C/129C



INDEX, PUBLIC WORKS COMMITTEE AGENDA, AUGUST 8, 1984

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.06.04.02	Request for long term on-street parking on Barsuda Drive
2.	F.06.04.02	Request for overnight parking on Blue Beech Crescent
3.	F.06.04.02	Request for erection of oversized "NO PARKING SIGNS" on Given Road.
4.	F.07.02	Street naming and renaming Queensway West/Hammond Road area.
5.	F.02.07	Renaming Gillian Street to Central Parkway West
6.	T-81050 T-83036 F.02.07	Street names for Kaneff Heights (Team Three) Street names for Lisgar Development (First City Development Corporation)
7.	F.02.07	Suggestion that municipal numbers be included on Street Signs
8.	F.02.07	Duplication of street names
9.	E.04.02.01.21 F.06.01	Parking to accommodate Credit River fishermen in vicinity of Burnbrae Drive and Otis Avenue and previous recommendation on Bird Property.
10.	A.00.02.01	Preservicing of plans of subdivision.
11.	F.02.01 F.06.04.05	Speed deterrents on residential streets
12.	F.08.07	Articles on Waste Management - Civic Public Works
13.	A.03.04.06	Summary of Unfinished Business.

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

WEDNESDAY, AUGUST 8, 1984  
COMMITTEE ROOM A AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated June 8, 1984, from the Commissioner of Engineering and Works, on long term on-street parking on Barsuda Drive requested by a petition of residents of the townhouses on this street. This report was deferred to this meeting by the Public Works Committee on June 25, 1984, to allow Councillor Marland to discuss the recommendation with the Committee.

In his report, the Commissioner advises that there are 232 off-street parking spaces (123%) to serve the total 189 units in the townhouses numbered 2020, 2025, 2030, 2054, 2055, 2056 and 2077. This is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units, and therefore long term on-street parking would seem appropriate. While staff recommend that the west side be designated for long term parking with a maximum limit of 72 hours between a point opposite the north limit of number 2077 Barsuda Drive and 15 metres north of Ambridge Court, alternate side parking is not recommended on the east side of the street due to the curving of the road and the park. Since parking can only be allowed on one side of the street if two-way traffic flow is to be maintained, and since parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court, minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west.

The Commissioner of Engineering and Works recommends:

- (a) That long term on-street parking be permitted up to a maximum period of 72 hours on the west side of Barsuda Drive from a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court.
- (b) That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
- (c) That the draft by-law submitted to the Public Works Committee on August 8, 1984, to amend Mississauga Traffic By-law 444-79, as amended, be approved.

F.06.04.02  
RECOMMEND ADOPTION



August 8, 1984

2. Report dated July 26, 1984, from the Commissioner of Engineering and Works, concerning parking on Blue Beech Crescent, in response to a petition from residents requesting overnight parking on alternate sides of their street.

In his report, the Commissioner advises that on-site inspections indicate that all residents on this street have room to park two vehicles on their own property. While the majority of residents have the potential to widen driveways to add at least one additional space, due to mature vegetation or grades, this would not be possible for some without considerable expense.

In view of the fact that Blue Beeches Crescent is not unlike other roads throughout the City, the Engineering Department feels that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially when the majority of residences can provide additional parking by widening driveways to augment their existing two vehicle parking capability.

The Commissioner of Engineering and Works recommends:

That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02  
RECOMMEND ADOPTION

3. Report dated August 1, 1984, from the Commissioner of Engineering and Works, in response to a request for the erection of oversized "NO PARKING ANYTIME" signs on Given Road, a local residential road. This request was made since there is continual parking occurring in the no parking zone. The local residents feel that a larger sign would be more visible, however following on site inspections of the road, even during hours of darkness, it is staff's opinion that the signing, which meets the standard in the Manual of Uniform Traffic Control Devices for the Province of Ontario, is adequate. The Manual of Uniform Traffic Control Devices recommends the use of oversized signs where the posted speed limit is 70 km/h or greater, although the Region of Peel has installed oversize NO PARKING signs on roads where the posted speed limit is 60 km/h.

In his report, the Commissioner points out that great care is taken to ensure that NO PARKING signs are visible and clearly define prohibited areas, the larger signs cost \$10.00 as opposed to \$2.90 for the standard signs, and only standard signs are stocked in Central Stores.

The Commissioner recommends:

THAT a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02  
RECOMMEND ADOPTION



August 8, 1984

4. Report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming and renaming in the Queensway West/Hammond Road Area.

In his report, the Commissioner advises that road configurations proposed in this area as part of the Sheridan Mall expansion are such that the portion of Queensway West lying east of Erin Mills Parkway will become discontinuous with the portion west of Erin Mills Parkway.

In view of the fact that this will increase the confusion which already exists with the discontinuation of Queensway West, on either side of Erin Mills Parkway, and Queensway West, east of the Credit River, the Commissioner recommends the following renamings:

- (a) That the existing portions of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. be renamed SHERIDAN PARK DRIVE, (shown as "1" and "2" on Sketch "A" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (b) That when the unopened portion of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. is constructed and opened to traffic, it be named SHERIDAN PARK DRIVE, (shown as "3" on Sketch "A" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (c) That the portion of Queensway West lying east of Robin Drive be renamed SHERIFF'S CLOSE, (shown as "4" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (d) That when the proposed road configuration in this area is complete, the portion of Queensway West lying between Hammond Road and Robin Drive be renamed HAMMOND ROAD, (shown as "5" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (e) That when the proposed road configuration in this area is complete, the portion of Queensway West lying immediately east of Erin Mills Parkway be renamed FOWLER DRIVE, (shown as "6" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (f) That when the proposed road configuration in this area is complete, the extension of Fowler Drive be named FOWLER DRIVE, (shown as "7" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (g) That when the proposed road configuration in this area is complete, the link road joining Fowler Drive and Hammond Road be named HAMMOND GATE, (shown as "8" on Sketch "B" attached to the report of the Commissioner of Engineering and Works dated July 10, 1984.)
- (h) That, subject to adoption of the preceding recommendations, this report be referred to a public meeting to be arranged by the Ward Representative, Councillor D. Culham, for final review with area residents.

F.02.07  
RECOMMEND ADOPTION



August 8, 1984

5. Report dated July 11, 1984, from the Commissioner of Engineering and Works on the proposed renaming of Gillian Street to Central Parkway West and the naming of proposed road lying between Gillian Street and Central Parkway West as Central Parkway West.

On November 26, 1979, Council adopted the following General Committee recommendation:

- a) That the name Central Parkway West, lying between Hurontario Street and Joan Drive, remain unchanged.
- b) That the proposed roadway aligning with the existing portion of Central Parkway West at Joan Drive and extending westerly to align opposite Gillian Street at Wolfedale Road, be named Central Parkway West at the time developments are registered.
- c) That Gillian Street be renamed Central Parkway West and that such renaming occur January 1, 1982.
- d) That the proposed roadway extending westerly and northerly from the westerly end of Gillian Street and aligning opposite Creditview Road realigned at Burnhamthorpe Road, be named Central Parkway West at the time developments are registered.
- e) That the portion of roadway referred to as "Creditview Road realigned" and lying between Burnhamthorpe Road West and aligning opposite Creditview Road at Eglinton Avenue West be named Creditview Road.
- f) That the northerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.
- g) That the southerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.

The Commissioner of Engineering and Works advises that all owners and tenants affected by this decision were notified on February 6, 1980.

A sketch which depicts the roadways lying west of Wolfedale Road which are affected by this decision is attached to his report. As of this date, Gillian Street (shown as "1" on the sketch attached to the Commissioner's report) has not been renamed due to the fact that road construction has not proceeded as quickly as had been expected. There are approximately 23 industrial or commercial owners and tenants on this portion of roadway. Construction of the portion of roadway between Gillian Street and Erindale Station Road (shown as "3" on the sketch attached to the Commissioner's report) will be undertaken in 1984 making Gillian Street continuous with Central Parkway West west of Erindale Station Road. There are no affected owners or tenants on this portion of roadway. The roadway referred to in (d) above (shown as "2" on the sketch attached to the Commissioner's report) has been constructed and named Central Parkway West between Erindale Station Road and Burnhamthorpe Road West.

The Commissioner now recommends:

- 1. That Gillian Street be renamed Central Parkway West.
- 2. That the renaming of Gillian Street occur on January 1, 1985.

August 8, 1984

Item 5 Continued

3. That the renamed portion of Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).
4. That the portion of proposed roadway lying between Gillian Street and Erindale Station Road be named Central Parkway West when established as public highway.

F.02.07

RECOMMEND ADOPTION

6. Report dated August 1, 1984, from the Commissioner of Engineering and Works recommending the following street names for new developments within the City of Mississauga for review by the Public Works Committee. In accordance with Council's directions of June 25, 1984, street names for new developments are to be reviewed by the Public Works Committee following receipt of the comments of the Region of Peel Street Names Committee.

- (a) That First City Development Corporation be advised that the following names are approved for use in the LISGAR DEVELOPMENT (21T-83036):

PEACOCK  
NUTHATCH  
MOCKINGBIRD  
WAXWING

OSPREY  
HARRIER  
BITTERN  
SNOW GOOSE

- (b) That Team Three be advised that the name MALLORYTOWN AVENUE is approved for use in conjunction with the KANEFF HEIGHTS DEVELOPMENT (21T-81050M)

T-81050

T-83036

F.02.07

RECOMMEND ADOPTION

7. Report dated August 1, 1984, from the Commissioner of Engineering and Works, on a request made at the June 25th meeting of the Public Works Committee that municipal house numbers be included on street name signs at major intersections.

In his report, the Commissioner advises that his department has not embarked upon a program of numerical signing at major intersections, but has rather dealt with problem areas on an individual basis. It has been their opinion that signs with numbers are of limited value at intersections, since they afford the motorist little time to read the street name sign and the street number sign and then make a commitment to make a turn. There would be significant costs involved in introducing an overall resigning programme and if numerical signing were introduced in new developments only, this would result in an inconsistent practice throughout the City. The Commissioner further advises that his department is currently reviewing the City's arterial road signing with a view to developing a program of upgrading the signing to current standards.



August 8, 1984

Item 7 Continued

The Commissioner of Engineering and Works recommends:

1. That a general program of placing house numbers on street name signs for major roads and for future developments not be entered into.
2. That the Engineering and Works Department continue to place municipal addresses at intersections or locations where a problem area exists, on an individual basis.

F.02.07  
RECOMMEND ADOPTION

8. Report dated July 31, 1984, from the Commissioner of Engineering and Works, on the duplication of street names in the City of Mississauga, in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley. The Commissioner attaches to his report a list of street name duplications classified under the headings, (1) Direct duplication, (2) Same name - different suffix, (3) Phonetically similar, (4) Discontinuous streets with same name, (5) Continuous streets with different name, (6) Streets with incorrect directional designation based on Mississauga's policy and (7) Municipal address confliction.

F.02.07  
DIRECTION REQUIRED

9. Report dated July 31, 1984, from the Commissioner of Engineering and Works on a recommendation made by General Committee which was adopted by Council on June 13, 1983, that preliminary plans and cost estimates be prepared for consideration in the 1984 Capital Budget for the provision of public parking on the Bird Property at 1469 Burnhamthorpe Road as a parking alternative for anglers who fish the Credit River. This recommendation was part of Council's response to a petition dated November 24, 1982, from residents of Burnbrae Drive and Otis Avenue who expressed concern about the traffic and the number of drivers who enter their area for the sole purpose of fishing in the Credit River and who leave their vehicles on these streets.

In his report, the Commissioner of Engineering and Works advises that the Commissioner of Recreation and Parks has encountered considerable resistance from the property owners adjacent to the Bird property to the construction of a parking lot. Suggested as an alternative is the deferral of consideration of this parking lot until the Master Plan for the use of the Bird property has been completed and until after the completion of the Erindale Park, which it is felt will provide parking to accommodate fishermen by the Fall of 1984.

The Commissioner of Engineering and Works recommends:

- (a) THAT no further consideration will be given to providing additional parking on the Bird Property until a Master Plan has been prepared on the use of the lands and buildings located on this property, municipally known as 1469 Burnhamthorpe Road.

August 8, 1984

Item 9 Continued

- (b) THAT the Ward Councillor be requested to contact the residents of Burnbrae Drive and Otis Avenue to advise that additional public parking will be available in Erindale Park in the Fall of 1984 to accommodate salmon fishermen.

E.04.02.01.21

F.06.01

RECOMMEND ADOPTION

10. Report dated July 23, 1984, from the Commissioner of Engineering and Works, recommending a change to the date on which preservicing of plans of subdivision may be approved.

In his report, the Commissioner points out that the currently City Policy allows that preservicing may be approved once Council has passed the rezoning by-law for the concerned plan of subdivision and this permits underground servicing to commence, at the developer's risk, prior to the end of the 35 day appeal period for the rezoning by-law.

The Commissioner of Engineering and Works recommends that the City's preservicing policy for plans of subdivision be amended to indicate that no preservicing is to commence until:

- (a) the Clerk's Office can certify that the appeal period for the concerned rezoning by-law has ended without objection,

or

- (b) the Ontario Municipal Board has granted approval to the rezoning by-law.

A.00.02.01

RECOMMEND ADOPTION

11. Report dated August 2, 1984, from the Commissioner of Engineering and Works on the installation of rippled pavement on City streets as a deterrent to speeding drivers. On September 27, 1982, Council adopted General Committee's Recommendation No. 1190 which authorized the installation of special pavement treatment as a speed deterrent on Mineola Road at Mineola Gardens and on Indian Road at Crescent Road. As a result of the assessment of the work installed in October, 1982, on July 6, 1983, the Public Works Committee recommended that a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability. This recommendation was adopted by Council on July 13, 1983.



August 8, 1984

Item 11 Continued

In his latest report dated August 2, 1984, the Commissioner advises that the work done to date on Mineola Road East, Indian Road and Pinewood Trail under this experimental programme is very poor and not up to the standard he had hoped to achieve for this type of work. A rippled-type pavement installed in a neighbouring municipality has worked very satisfactorily and has stood up to traffic for approximately 5 years. The principle behind this pavement is to place a series of raised asphalt strips approximately 3" - 4" wide, 8 - 10 strips to a section, on the existing pavement for the width of a traffic lane. The Commissioner proposes to have this type of work done on Mineola Road East, Indian Road and Pinewood Trail in place of the work which has been done to date.

The Commissioner of Engineering and Works recommends:

That rippled pavement be placed on Mineola Road East, Indian Road and Pinewood Trail, as outlined in the report of the Commissioner of Engineering and Works dated August 2, 1984, prior to August 31, 1984, in place of the existing measures which have been employed on these streets.

F.02.01

F.06.04.05

RECOMMEND ADOPTION

12. Articles titled "'Future thinking' needed to push recycling" and "Halifax sets landfill trend in Nova Scotia" published under the heading of WASTE MANAGEMENT in the June, 1983, issue of Civic Public Works. These articles are included with this agenda at the request of Councillor David Culham.

F.08.07

RECOMMEND RECEIPT

13. Summary of Unfinished Business relating to the Public Works Committee as of August 8, 1984.

A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

File: 11 141 00039  
13 211 00010  
16 111 00011

To CHAIRMAN AND MEMBERS OF  
Dept. PUBLIC WORKS

RECEIVED  
REGISTRY NO. 5508  
DATE JUN 20 1984  
FILE NO F-0604.02  
CITY'S DEPARTMENT

From W. P. TAYLOR  
ENGINEERING AND WORKS

June 8, 1984.

P. W. DATE June 25, 1984  
P. W. DATE AUG 8, 1984

SUBJECT:

Long Term On-Street Parking - Barsuda Drive

SOURCE:

Petition from Mrs. Shelley Jaques

COMMENTS:

A petition has been received from residents of the townhouses on Barsuda Drive requesting that long term on-street parking be implemented. The Engineering Department has reviewed the off-street parking situation at the townhouse sites on Barsuda Drive. All of the sites combined on both the east and west sides which are comprised of numbers 2020, 2025, 2030, 2054, 2055, 2056 and 2077, have a total number of 189 units with 232 off-street parking spaces or 123% which is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units. We were unable to contact the owner of #'s 2055 and 2057, however, based on our observations a similar percentage of parking spaces appears to be provided. This area is a candidate for long term on-street parking.

The Engineering Department recommends that the west side be designated for long term parking with a maximum limit of 72 hours between a point opposite the north limit of number 2077 Barsuda Drive and 15 metres north of Ambridge Court. We do not recommend alternate side parking on Barsuda Drive due to the curve, the existence of a park on the east side and the unequal distribution of possible parking spaces in the east and west sides. The west side can accommodate considerably more off-street spaces.

Parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court. Minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west side. A parking prohibition on the east side is required to maintain 2-way traffic flow.

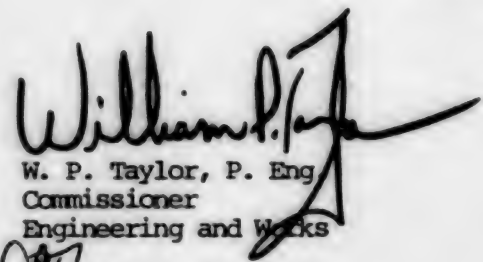
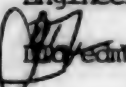
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1-2

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- 2 -

- RECOMMENDATIONS:
1. That long term on-street parking be permitted up to a maximum period of 72 hours on the west side of Barsuda Drive from a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court.
  2. That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
  3. That the attached draft by-law amending by-law 444-79 as amended be approved.

  
W. P. Taylor, P. Eng  
Commissioner  
Engineering and Works  




BY-LAW NUMBER \_\_\_\_\_

A By-Law to amend By-Law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 1 of By-Law 444-79, as amended, be amended by ADDING the following:

SCHEDULE 1  
THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Barsuda Drive	West	a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court	Anytime	72 hours

2. THAT Schedule 3 of By-Law 444-79, as amended, be amended by DELETING the following:

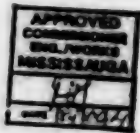
SCHEDULE 3  
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Barsuda Drive	Both	Truscott Drive & Ambridge Court	Anytime

3. THAT Schedule 3 of By-Law 444-79, as amended, be amended by ADDING the following:

SCHEDULE 3  
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Barsuda Drive	East	Truscott Drive and the east limit of Forest View Park	Anytime





1-4

4. THIS By-Law shall not become effective until the portions of the highway(s) affected are properly signed.

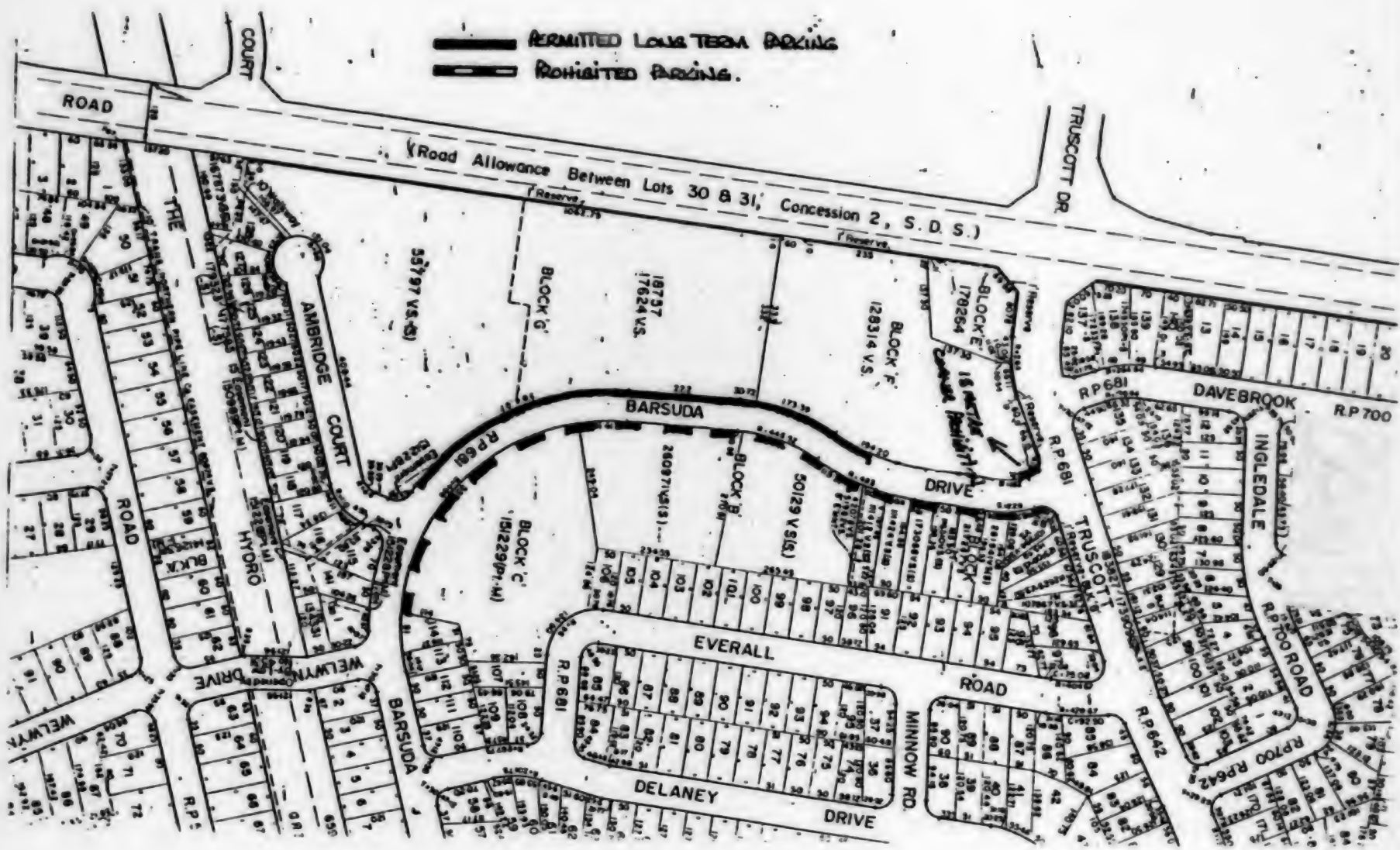
ENACTED AND PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

MAYOR \_\_\_\_\_

CLERK \_\_\_\_\_

APPROVED  
AS TO FORM  
City Engineer  
MISSISSAUGA  
[Signature]  
[Date]

APPROVED  
COMMISSIONER  
ENG. WORKS  
MISSISSAUGA  
[Signature]  
[Date]







# City of Mississauga

## MEMORANDUM

FILE REF : 11 141 00039  
13 211 00025  
13 111 00003

To: The Chairman and Members of Public Works Committee  
City of Mississauga  
From: William P. Taylor, P.Eng., Commissioner  
Engineering and Works  
Dept.

REQUEST NO. 6744

DATE JUL 31 1984

FILE NO. F.06.04.02

CLERK'S DEPARTMENT July 26, 1984

P. W. DATE AUG 8.1984

REQUEST NO. 130-84  
CLERKS FILE NO. F.06.04.02.

LADIES & GENTLEMEN :

SUBJECT : Parking Facilities on Blue Beech Crescent.  
SOURCE : Petition from residents of Blue Beech Crescent.

COMMENTS : The Engineering Department performed an extensive review of parking conditions on Blue Beech Crescent and the availability of on site parking spaces and possibilities for creating additional space on private property.

All of the residences have 200% on site parking (room for two vehicles) and the majority have the potential for widening driveways to add at least one additional space. There are some residences which for reasons of mature vegetation or grades could not provide additional area for off-street parking, without considerable expense.

Blue Beeches Crescent is not unlike other roads throughout the City and the Engineering Department feels that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially when the majority of residences can provide additional parking by widening driveways and there exists 200% on site parking.

RECOMMENDATION :

That long term on-street parking not be implemented on Blue Beech Crescent.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department

cc : E.M. Halliday

DTJ:jb  
Att.





2-3

RECEIVED

REGISTRY No. 41559

DATE MAY 23 1984

FILE No. F-060402

From To	Index	Class
MAY 9, 1984	10	2
MAY 28 1984		8/10330

To whom it may concern:

CLERK'S DEPARTMENT

Enclosed please find a petition from the residence of Blue Beech CRES. Mississauga, Ontario. Our petition is about parking facilities on our street.

The past few weeks we have been getting parking tickets for parking on the road. I understand that there is a By-Law, 3hr. parking only. So after getting several tickets, we have been parking in our driveway. Needless to say we still were getting tickets, because our cars were blocking the sidewalk. Most of us have at least 2 - 3 cars in a family. So its obvious that the last car in is going to hang over the sidewalk. Our driveway are only so big. So we all got \$10.00 tickets for parking in our driveway and blocking the sidewalk. We would have been better off to have parked on the road those tickets are only \$5.00.

What are we to do? We can't afford to make our driveway wider or longer. Living in a Semi house we have very little property to work with. If we start parking our vechiles on our lawn, then we will have our neighbours complaining about the appearance of our lawn.

We has tax payers got together and would like some action taking on this issue. We have a few suggesting that might solve our problem. We would like to be able to park on our street from 7:00 P.m. to 7:00 A.m. on alternative side of the road. Switch every month or so. This parking will not interfere with Garbage pick/up of Snow plow. Because they do not come by our street until at least 8:00 a.m. this shouldn't present a problem to the city workers.

I would rather see my money spent on parking signs saying 7:00 P.M. 7:00 A.M. As it is now we are paying tickets and not knowing where our money is going.

We hope to hear from someone on this matter in the near future.

REFERRED TO: W.TAYLOR  
FOR REPORT TO GENERAL COMMITTEE  
REQUEST FOR REPORT 130-84

REGARDS

P.S. PLEASE FORWARD ANY CORRESPONDENCE TO MRS. BOURDEAU, 2248 Blue Beech Cres.

Mississauga, Ontario

L5L 1C3

Ph. # 820-2225

BUS. 239-1175

2026

2223/2224 → 2248/2247 R-D-N

04

2-4

16 Semis  
8 each side

PETITION

all have  
200%  
parking

Legalize parking from 7:00 pm - 7:00 am on our street.

If in agreement, please sign below.

Signature:

Comments:

Claudette Bowden	2248	SD	(Alternate Sides)
King	2257	D	NOT A HIGH TRAFFIC CA
Bulter	2263	D	"
W. J.	2267	D	"
Chambers	2273	D	
Haythorn	2277	D	
W. J.	2283	D	
Delaville	2274	D	(alternate sides)
R. Lane	2242	SD	
J. E. King	2240	SD	
H. J.	2234	SD	
R. Lane	2236	SD	NOT A HIGH TRAFFIC CRUSON
Frank Padden	2246	SD	Allow street parking. There are enough without tickets
Frank Padden	2246	SD	Blue Birch Cus. - 17th Street
Debra Padden	2246	SD	Blue Birch Cus. - 17th Street

These signatures, accompanied by a letter of support, will be soon forwarded to our Ward councillor and the Mayor of Mississauga.





## City of Mississauga

### MEMORANDUM

FILE REF : 11 141 00039  
13 211 00021  
13 111 00003

To: The Chairman and Members of Public Works Committee  
City of Mississauga  
From: William P. Taylor, P.Eng., Commissioner  
Engineering and Works  
Dept. 6820

REC'D AUG 2 1984

P. W. DATE AUG 8, 1984

F060402

August 1, 1984

LADIES & GENTLEMEN:

SUBJECT : NO PARKING signs.

SOURCE : Engineering and Works Department.

COMMENTS : A request has been received by the Engineering and Works Department to erect oversize NO PARKING ANYTIME signs on a local residential road (Given Road). The reason for this request is there is continual parking occurring in the no parking zone and it was felt that a larger sign would be more feasible.

The Engineering Department reviewed this location, even during hours of darkness and have found that the existing signing is adequate and quite visible, and therefore larger signs are not recommended.

The current standard sign which is used is 30 cm x 30 cm (12 in. x 12 in.) and is a standard recommended in the Manual of Uniform Traffic Control Devices for the Province of Ontario. The oversize sign is 60 cm x 60 cm (24 in. x 24 in.) The Manual of Uniform Traffic Control Devices recommends that this oversize sign be used where the posted speed limit is 70 km/h or greater.

In this regard we would note however, that the Region of Peel has installed oversize NO PARKING signs on roads where the posted speed limit is 60 km/h.

Great care is taken in the installation of NO PARKING signs to ensure that they are visible and clearly define the prohibited areas. The City uses basically the 30 cm x 30 cm size sign which is the only NO PARKING sign which is stocked in Central Stores. We are concerned that if larger signs are installed where they are not warranted, additional requests throughout the City would be forthcoming.

Our standard sign costs \$2.90 each as opposed to the larger sign which costs \$10.00. Approximately 150 NO PARKING signs are ordered each year on the traffic sign quotation.

continued ...

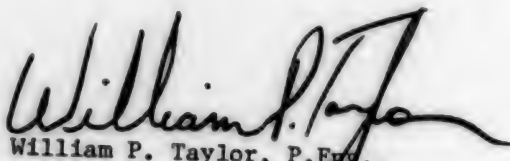
- 2 -

SUBJECT :

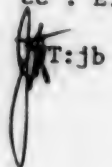
NO PARKING signs.

RECOMMENDATION :

That a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department

cc : E.M. Halliday

T:jb





## City of Mississauga

### MEMORANDUM

To	Chairman and Members of the	From	William P. Taylor, Commissioner
Dept.	Public Works Committee	Dept.	Engineering and Works
REGISTRY No 6226		DATE JUL 12 1984	
FILE No F-02-07		July 10, 1984	
CLERK'S DEPARTMENT		P. W. DATE AUG 8. 1984	

**SUBJECT:** Proposed Street Naming and Renaming in Queensway West/Hammond Road Area.

**ORIGIN:** Letter from Councillor D. Culham dated March 20, 1984.

**COMMENTS:** The road configuration proposed in this area as part of the Sheridan Mall expansion is such that the portion of Queensway West lying east of Erin Mills Parkway will become discontinuous with the portion west of Erin Mills Parkway. These portions of roadway are already discontinuous with Queensway West lying east of the Credit River. To alleviate the confusion associated with this situation it would be desirable to rename the above noted portions of Queensway West. In addition to these renamings the proposed Mall expansion will create new roads requiring naming. Councillor Culham has, in his letter of March 20, 1984, proposed various street names for use on these roads. These names have been reviewed and approved by both this office and the Region of Peel Street Names Committee for acceptability.

**RECOMMENDATIONS:**

1. That the existing portions of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. be renamed SHERIDAN PARK DRIVE (1 and 2 on attached sketch 'A').
2. That when the unopened portion of Queensway West lying between Erin Mills Parkway and Winston Churchill Blvd. is constructed and opened to traffic it be named SHERIDAN PARK DRIVE (3 on attached sketch 'A').
3. That the portion of Queensway West lying east of Robin Drive be renamed SHERIFF'S CLOSE (4 on attached sketch 'B').
4. That when the proposed road configuration in this area is complete the portion of Queensway West lying between Hammond Road and Robin Drive be renamed HAMMOND ROAD (5 on attached sketch 'B').

... 2

Chairman and Members of the  
Public Works Committee  
July 10, 1984  
Page 2

4-2

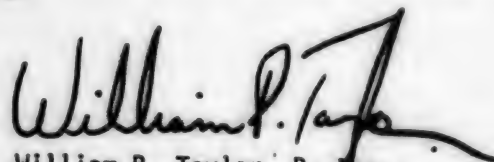
SUBJECT: - Queensway West/Hammond Road Area

RECOMMENDATIONS: - Cont'd

5. That when the proposed road configuration in this area is complete the portion of Queensway West lying immediately east of Erin Mills Parkway be renamed FOWLER DRIVE (6 on attached sketch 'B').
6. That when the proposed road configuration in this area is complete the extension of Fowler Drive be named FOWLER DRIVE (7 on attached sketch 'B').
7. That when the proposed road configuration in this area is complete the link road joining Fowler Drive and Hammond Road be named HAMMOND GATE (8 on attached sketch 'B').
8. That, subject to adoption of the preceeding recommendations, this report be referred to a public meeting to be arranged by the Ward Representative, Councillor D. Culham for final review with area residents.

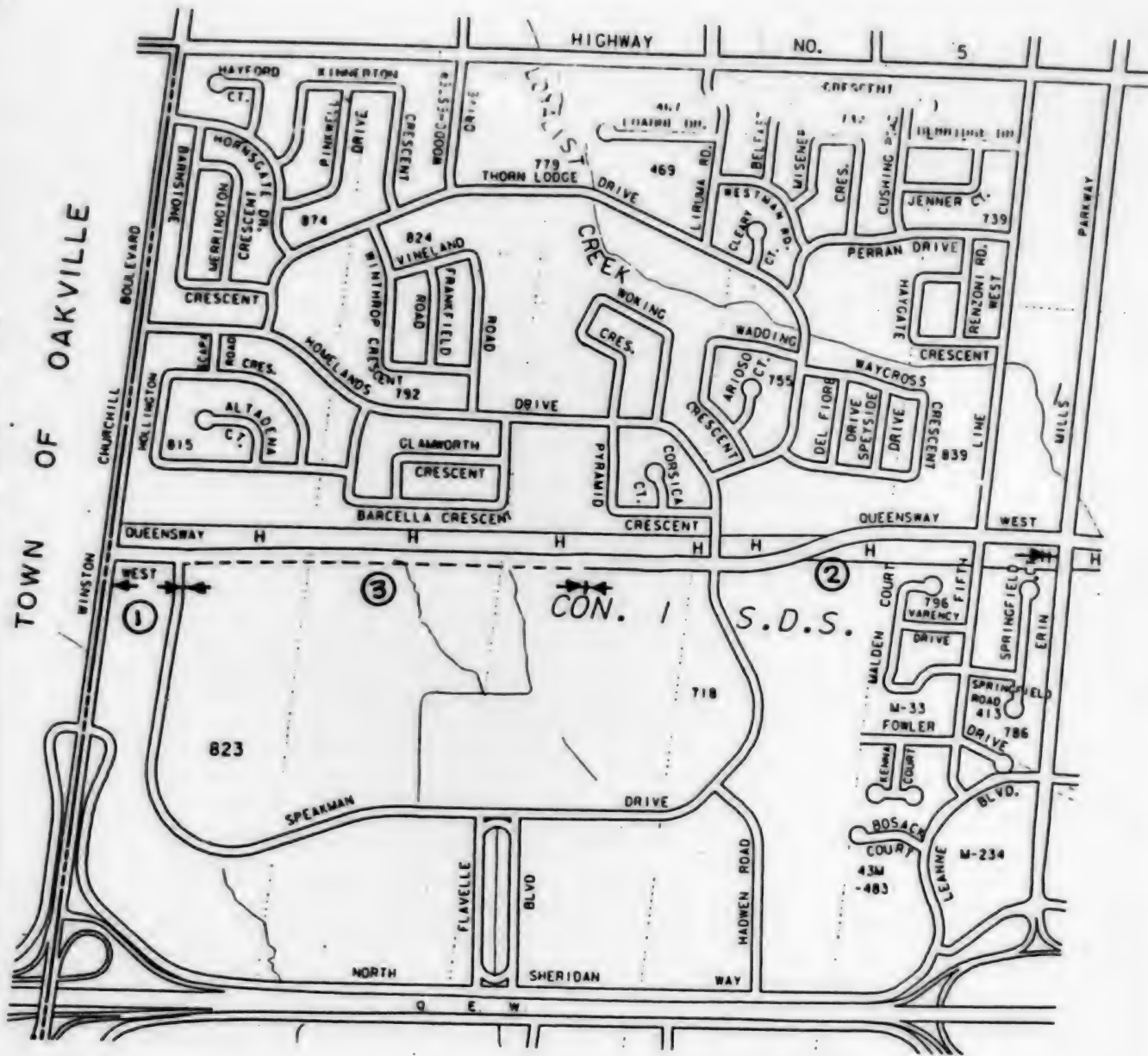
  
Dist

c.c. Mr. E.M. Halliday  
Councillor D. Culham

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

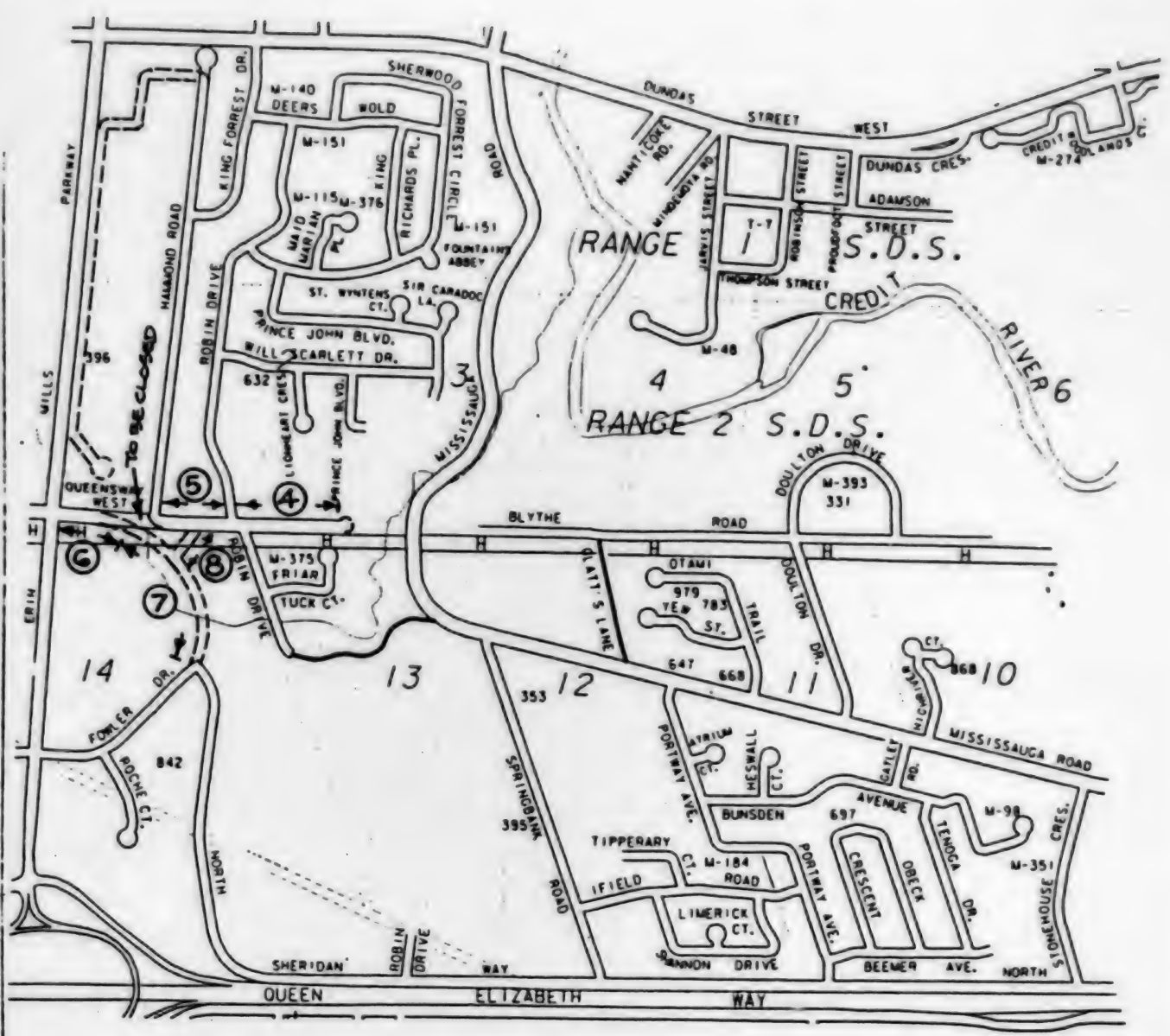


4-3



SKETCH 'A'

4-4



SKETCH 'B'





# City of Mississauga

## MEMORANDUM

To	Chairman and Members of the	From	William P. Taylor, Commissioner
Dept.	Public Works Committee	Dept.	Engineering and Works
REGISTRY No. 6225		DATE JUL 12 1984	
FILE No. F-0207		July 11, 1984 P. W. DATE AUG 8, 1984	
CLERK'S DEPARTMENT			

**SUBJECT:** Proposed renaming of Gillian Street to Central Parkway West and the naming of proposed road lying between Gillian Street and Central Parkway West as Central Parkway West.

**ORIGIN:** Engineering and Works Department.

**COMMENTS:** This matter was originally addressed in a report from this department to the former By-law and Licensing Committee who considered this report and referred it to General Committee without recommendation. General Committee at its meeting of November 21, 1979 approved the recommendations of the report which were in turn adopted by Council at its meeting of November 26, 1979. The recommendations adopted were:

- a) That the name Central Parkway West, lying between Hurontario Street and Joan Drive, remain unchanged.
- b) That the proposed roadway aligning with the existing portion of Central Parkway West at Joan Drive and extending westerly to align opposite Gillian Street at Wolfedale Road, be named Central Parkway West at the time developments are registered.
- c) That Gillian Street be renamed Central Parkway West and that such renaming occur January 1, 1982.
- d) That the proposed roadway extending westerly and northerly from the westerly end of Gillian Street and aligning opposite Creditview Road realigned at Burnhamthorpe Road, be named Central Parkway West at the time developments are registered.
- e) That the portion of roadway referred to as "Creditview Road realigned" and lying between Burnhamthorpe Road West and aligning opposite Creditview Road at Eglinton Avenue West be named Creditview Road.

... 2.

Chairman and Members of the  
Public Works Committee  
July 11, 1984  
Page 2

5-2

Subject: - Proposed renaming of Gillian Street to Central Parkway West ...

COMMENTS: - Cont'd

- f) That the northerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.
- g) That the southerly discontinuous portion of "old" Creditview Road be renamed to the satisfaction of the City of Mississauga and Region of Peel.

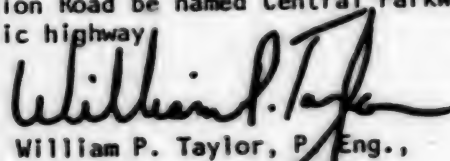
All affected owners and tenants were notified of this decision on February 6, 1980. The portion of roadway referred to in Item (c) above (shown as 1 on attached sketch) has not as yet been renamed due to the road construction not proceeding as quickly as once thought. However construction of the portion of roadway between Gillian Street and Erindale Station Road will be undertaken in 1984 making Gillian Street continuous with Central Parkway West west of Erindale Station Road. There are approximately 23 owners and tenants, of an industrial or commercial nature on this portion of roadway.

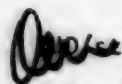
The portion of roadway referred to in Item (d) above has been constructed and named Central Parkway West between Erindale Station Road and Burnhamthorpe Road West (shown as 2 on attached sketch), leaving the portion lying between Gillian Street and Erindale Station Road which as previously noted will be constructed in 1984 (shown as 3 on attached sketch). There are no affected owners or tenants on this portion of roadway.

In light of the foregoing we would offer the following recommendations.

RECOMMENDATIONS:

- 1. That Gillian Street be renamed Central Parkway West.
- 2. That the renaming of Gillian Street occur on January 1st, 1985.
- 3. That the renamed portion of Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).
- 4. That the portion of proposed roadway lying between Gillian Street and Erindale Station Road be named Central Parkway West when established as public highway

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.



c.c. Mr. E.M. Halliday  
Councillor S. Mahoney



5-3





# City of Mississauga

## MEMORANDUM

6-1

To Chairman and Members of  
Dept. Public Works Committee

From Mr. William P. Taylor, Commissioner  
Dept. Engineering and Works

RECEIVED

REGISTRY No 6831

DATE AUG 2 1984

FILE No T-81050  
T-83036  
F0207

CLERK'S DEPARTMENT

August 1, 1984  
P. W. DATE AUG 8 1984

SUBJECT: Proposed street names for new developments within the City of Mississauga.

ORIGIN: Engineering and Works Department.

COMMENTS: Pursuant to Council direction of June 25, 1984 that street names proposed for use in developments within the City be referred to the Public Works Committee for review, please note the following submissions.

FIRST CITY DEVELOPMENT CORP.  
(Lisgar) 21T-83036

PEACOCK	OSPREY
NUTHATCH	HARRIER
MOCKINGBIRD	BITTERN
WAXWING	SNOW GOOSE

The above names were approved by the Region of Peel Street Names Committee at its meeting of July 4, 1984.

In addition to the above we have received the following submission from TEAM THREE to be used in conjunction with KANEFF HEIGHTS Subdivision (21T-81050M).

MALLORYTOWN AVENUE

This name has been previously approved by the Region of Peel.

RECOMMENDATIONS: 1. That First City Development Corporation be advised that the following names are approved for use in the Lisgar Development (21T-83036).

PEACOCK	OSPREY
NUTHATCH	HARRIER
MOCKINGBIRD	BITTERN
WAXWING	SNOW GOOSE



6-2

Chairman and Members of  
Public Works Committee  
August 1, 1984  
Page 2

Subject: - Proposed Street Names

RECOMMENDATIONS: - Cont'd

2. That TEAM THREE be advised that the name MALLORYTOWN AVENUE is approved for use in conjunction with the KANEFF HEIGHTS development (21T-81050M).

*William P. Taylor*  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

✓ PJD/st

c.c. Mayor Hazel McCallion  
Mr. E.M. Halliday  
D.A. Billett (Region of Peel)



City of Mississauga

MEMORANDUM

File: 11 141 00039

7-1

To CHAIRMAN AND MEMBERS OF

Dept. PUBLIC WORKS

RECEIVED

REGISTRY No 6851

DATE AUG 3 1984

FILE No F0207

CLERK'S DEPARTMENT

From W. P. TAYLOR

Dept. ENGINEERING AND WORKS

P. W. DATE AUG 8. 1984

August 1, 1984.

SUBJECT:

Municipal addresses on street name signs.

SOURCE:

Public Works Committee meeting of June 25, 1984.

COMMENTS:

At its meeting of June 25, 1984, the Public Works Committee requested a report with respect to the costs involved in adding house numbers to street name signs on either side of major roads for all future development.

The Engineering Department prepared a report to General Committee of Council dated October 25, 1976, (copy attached) dealing with street name signing in Mississauga. The recommendations of that report were adopted by Council on November 8, 1976 and form the present street name signing policy for the Engineering Department.

As can be noted recommendation 2(viii) deals with the placing of supplementary numerical signs under arterial street name signs. The Engineering Department has not embarked upon a program of numerical signing at major intersections to date but have dealt with problem areas on an individual basis and in fact have placed numerical signing on a limited basis. As problem areas are identified to the Engineering Department, investigations are made and appropriate signs are provided.

At major intersections, the Engineering Department is currently reviewing our arterial road signing with a view to developing a program of upgrading the signing to our current standards, a copy of which is attached. The use of street numbers at the major intersections would be useful in a limited number of cases and would have to be incorporated both at the intersection and in advance. However, we feel that the signs with numbers would be of little value even at major intersections since the intersections generally are very large and busy affording the motorist little time to read the street name sign and the street number sign and then make a commitment to make a turn.

..... 2



7-2

- 2 -

COMMENTS: (Continued)

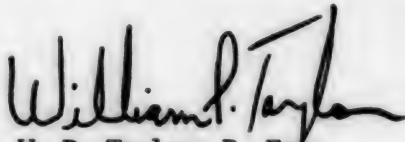
Current cost for one sign indicating numbers is approximately \$25.00. Labour to install one sign is also approximately \$25.00 making the total cost for labour and material \$50.00 per sign (up to \$100.00 per approach at major intersections).

With respect to future developments, we would advise that municipal addresses are assigned at the time of building permit issuance which is in most cases after the erection of the street name sign. Therefore the Engineering Department would have to secure the funds from the developer and then erect the signs after occupancy. This would involve additional costs for administration which are difficult to assess at this time and are not incorporated in the above noted \$50.00.

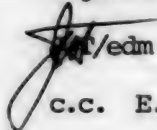
Also, the adoption of this standard for only future developments would result in an inconsistent practice throughout the City and therefore it should be expanded to the whole City on a yearly programmed basis. This would result in significant costs to the City and is not recommended.

In view of the costs involved and the limited value, the Engineering Department recommends that the current practice of dealing with individual locations as they are identified as being a problem, be maintained and that a large scale program not be entered into at this time.

- RECOMMENDATIONS: 1. That a program of placing house numbers of street name signs on major roads for future developments not be entered into.
2. That the Engineering and Works Department continue to place municipal addresses at intersections or locations where a problem area exists, on an individual basis.



W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

  
c.c. E. M. Halliday

" 1493.

*Council  
Nov 8/76*

- (a) That the report dated October 25, 1976, from the Commissioner of Engineering, Works and Building, regarding Street Name Signing, be received.
- (b) That the City of Mississauga adopt the following policy regarding Street Name Signing:
- (i) That the City adopt a standard colour of blue background and white lettering to be used on all street name signs in the City of Mississauga to ensure uniformity not only within the City of Mississauga, but also with other municipalities in the Metropolitan and surrounding area;
  - (ii) That all reflective material used on the street name signs to be of high intensity Scotchlite to maximize night time visibility and increase service life of the sign face to ten years plus;
  - (iii) That all street name signs on arterial roads for intersecting roadways be manufactured on oversize blanks with lettering no smaller than FIVE (5) inches in height for greater visibility;
  - (iv) That to standardize location, where islands exist, these signs shall be placed on poles or posts on the island at the nearside of the intersection and that where no islands exist they shall be placed on the near right side of the intersection and further, that these signs should be mounted a minimum of 8 feet from the roadway surface on existing poles at the intersection or on a white 4 x 4 wood post if required.
  - (v) That all other street name signs for collector and local roadways shall be fabricated on the appropriate SIX (6) inch extruded aluminium blank, with upper and lower case lettering with white lettering on a blue background;



7-4  
as the need arise i.e.g. when damaged or when the legend is faded or unreadable in light of the ongoing electrical service costs and maintenance costs due to a high susceptibility to vandalism and damage to the faces and underground servicing;

(vii) That all other signs presently in use be replaced with the adopted standard, when service life has been met or when damage occurs;

(viii) That a supplementary sign indicating municipal numbering be added or incorporated with major arterial intersectional signing where it is felt this signing would be of assistance to the motoring public in highly developed areas except where otherwise approved by Council;

(ix) That the use of street name signs in any new subdivision areas that do not comply with the standards established by the City not be allowed except where otherwise approved by Council;

(x) That advanced signing at intersections be erected on roadways that have a speed limit of 40 m.p.h. and further that for roadways where the speed limit is less than 40 m.p.h., a proposed arterial signing as proposed for recommendation (iii) will be sufficient.

NOTE: See Resolution No. 643.

(06-31-76)

18-76  
34-76  
24-76 //

// Item #1493

*Council  
Nov 8/76* This item was amended by adding the following words "NOTE:  
See Resolution #643" at the end of Clause (x).

// (f) FILE 18-76 - ROADS GENERAL  
FILE 24-76 - WORKS DEPARTMENT  
FILE 34-76 - POLICY

*Council  
Nov 8/76* #643

Moved by: David J. Culham  
Seconded by: Ron Searle

NOTWITHSTANDING Item #1493(vii), be it resolved that the adopted street name signs be used as replacement signs in those areas of the City only where Council has not authorized the erection of non-standard signs.

MOTION CARRIED //



City of Mississauga

FILE REF : 11 141 00011  
11 350 00002

1-5

MEMORANDUM

To The Mayor and Members of  
The General Committee  
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner  
Dept. Engineering, Works and Building

Request No. 206-76  
Clerk's File No. 99-76

October 25, 1976

Ladies & Gentlemen :

SUBJECT : Street Name Signing  
SOURCE : Request from Physical Services Committee  
COMMENTS : 1. INTRODUCTION

A. Signing Functions

Traffic control devices, such as signs, are the primary means of regulating, warning or guiding traffic on all streets and highways. The need for well-designed, adequately maintained devices grows in proportion to the density of traffic, speed of operation, and complexity of manoeuvring areas on highways and at intersections.

Signs have the function of regulating, warning, guiding and/or channelizing traffic. To be effective however, the installation of such a device should (1) fulfill a need; (2) command attention; (3) convey a clear, simple meaning; (4) command respect of road users; and (5) give adequate time for proper response.

B. Signing Considerations

Traffic personnel must employ five basic considerations to ensure that these requirements are met.

i) Design - The combination of physical features such as size, colours, and shape to command attention and convey a message.

ii) Placement - The installation of devices so that they are within the cone of vision of the user and thus command attention and give time for response.

iii) Operation - The application of devices so that they meet the traffic requirements in a uniform and consistent manner, fulfill a need, command respect and give time for response.



7-6

SUBJECT : Street Name Signing

iv) Maintenance - The upkeep of devices in order to retain legibility and visibility; the removal of devices if not needed in order to aid in commanding respect and attention while fulfilling the needs of the users.

v) Uniformity - The uniform application of similar devices for similar situations so that they fulfill the need of the user and command his respect.

These five requirements are considered in this report dealing with Street Name Signing, looking at various types of street name signing presently used in the City of Mississauga, in surrounding municipalities and specifically, as requested, arterial road signing in the Borough of Etobicoke.

It must be understood that in the hierarchy of signs the street sign is a guide sign providing information and therefore its design must be such that it does not overshadow regulatory and warning signs.

C. Cost Analysis

A cost analysis of various street name signs has been undertaken and information gathered from other municipalities as to their susceptibility to vandalism and overall acceptability.

COST CHART

The following chart is a cost analysis of the various types of street name signs being used and shown in the following Exhibits.

	<u>Type</u>	<u>Cost</u>	<u>Exhibit</u>
1.	6" Extruded Aluminum	\$19.00 (2 sides)	1 and 11
	High Intensity Scotchlite	\$22.00 (2 sides)	
2.	Etobicoke G-41	\$27.42 (incl. posts)	5 and 6
3.	Internally Illuminated	\$45.00 (1 sign - 2 sides)	2
4.	Erin Mills	\$37 - \$45 (manufactured by Wagner Signs, Mississauga)	3
5.	Meadowvale	\$56.00 (manufactured by Bennett & Wright)	4
6.	Etobicoke G-42	\$24.00 (1 side)	7, 8 and 9
7.	8" Extruded Aluminum	\$27.00 (2 sides) \$22.00 (1 side)	10

SUBJECT : Street Name Signing

2. EXISTING STREET NAME SIGNS IN MISSISSAUGA

EXHIBITS

Exhibit 1

Exhibit 2

Exhibit 3

Exhibit 4

3. SIGNS IN OTHER MUNICIPALITIES

Exhibit 5

Exhibit 6

Exhibit 7

Exhibit 8

Exhibit 9

Exhibit 10

Exhibit 11



7-8

EXHIBITS 1 THROUGH 11 CANNOT BE DUPLICATED  
AND WILL BE AVAILABLE AT THE MEETING  
IF REQUIRED

SUBJECT : Street Name Signing

#### 4. COMMENTS

A policy should be established outlining a street name signing program and a standard that can be applied on a City wide basis. Colour and style of lettering is usually based on personal preference, and there is no significant difference in cost based on the various styles of lettering. A sign incorporating both reflective background and lettering gives greater night time visibility as opposed to the black lettering on a silver background presently in use (Exhibit 1). Initial cost, replacement or maintenance cost, and susceptibility to vandalism must be taken into account in determining a standard.

Most municipalities contained within the Metropolitan Toronto area have adopted a silver reflective letter on a blue reflective background. Studies have concluded that a blue sign is most aesthetic and appealing for use as street name signing, and its colour does not conflict with other traffic signs where not only legend but colour denotes a particular message (e.g. red - restrictive; yellow - warning; green - permissive or guide; orange - construction; silver or white - regulatory or information).

Examples of aesthetically pleasing signs are shown in Exhibits 3 and 4 (as developed by Erin Mills and Meadowvale) and Exhibits 10 and 11 (as used in Scarborough and Burlington). Many other municipalities outside of the Metro area have also adopted blue as the major colour with either upper or lower case lettering. Some authorities have stated that lower case lettering is easier to read and the results of this theory can be seen in signing being used on Provincial Freeways and some municipal signing.

High intensity grade Scotchlite is slightly higher, however this is offset and diminished by less frequent replacement of the sign face due to increased service life. Therefore, considering initial cost, maintenance, replacement and service life, high intensity is a better investment and has the added benefit of improved night visibility.

The double post, low mount as in Etobicoke for reasons specified previously being : high vandalism, poor winter visibility and higher initial installation cost are not advocated. Also these signs have FOUR (4) inch lettering which for arterial roadway signing purposes is not large enough.



7-10

- 5 -

SUBJECT : Street Name Signing

5. RECOMMENDATIONS

- 1) That this report dated October 25, 1976, from the Commissioner of the Engineering, Works and Building Department, regarding Street Name Signing, be received.
- 2) The following recommendations are a Street Name Sign Policy for use in the City of Mississauga.
  - i) that the City adopt standard colours of blue background with white lettering to be used on all street name signs in the City of Mississauga to ensure uniformity not only within the City of Mississauga, but also with other municipalities in the Metropolitan and surrounding area.
  - ii) that all reflective material used on the street name signs be of high intensity Scotchlite to maximise night time visibility and increase service life of the sign face to ten years plus.
  - iii) that all street name signs on arterial roads for intersecting roadways be manufactured on oversize blanks with lettering no smaller than FIVE (5) inches in height for greater visibility.
  - iv) that to standardize location where islands exist, these signs shall be placed on poles or posts on the island at the nearside of the intersection, or that where no islands exist, the sign shall be placed on the near right side of the intersection (e.g. signs in Exhibits 7, 9 and 10) and further these signs should be mounted a minimum of 8 ft. from the roadway surface on existing poles at the intersection or on a white 4 x 4 wood post if required.
  - v) that all other street name signs for collector and local roadways shall be fabricated on a SIX (6) inch extruded aluminum blank, blue background with white lettering and be FOUR (4) inch upper case letters and appropriate lower case lettering as shown in Exhibit 11.
  - vi) that all illuminated signs (Exhibit 2) shall be removed as the need arises, e.g. when damaged or when the legend is faded or unreadable, in light of the ongoing electrical service costs and maintenance costs due to a high susceptibility to vandalism and damage to the faces and underground servicing.

7-11

SUBJECT : Street Name Signing

vii) that all other signs presently in use (e.g. our present standard as shown in Exhibit 1) be replaced with the adopted standard, when service life has been met or when damage occurs, except in areas as otherwise approved by Council.

viii) that a supplementary sign indicating municipal numbering be added or incorporated with major arterial intersectional signing where it is felt this signing would be of assistance to the motoring public in highly developed areas. (see Exhibit 9).

ix) that (to reduce the number of various sign faces and blanks being used in the City of Mississauga), it is recommended that the use of any street name signs in new subdivision areas which do not comply with the standard established by the City, not be allowed except as otherwise approved by Council.

x) that advance signing to intersections be erected on roadways that have a speed limit of 40 MPH. For roadways where the speed limit is less than 40 MPH, the proposed arterial signing as per recommendation iii) is sufficient.

William P. Taylor, P.Eng.,  
Commissioner,  
Engineering, Works and Building Department

DTJ:jb

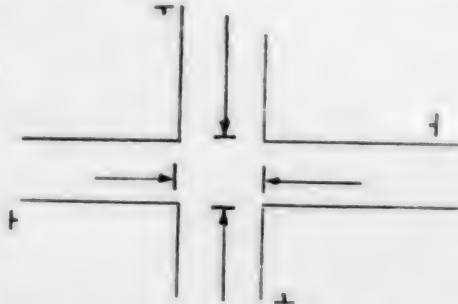


7.12

# STREET NAME SIGN INSTALLATION

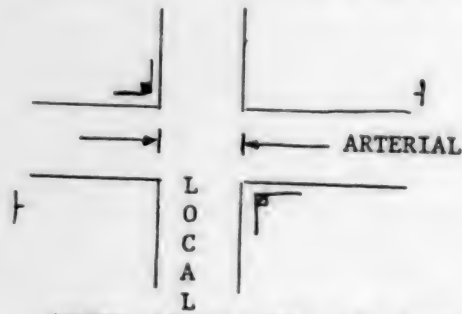
## 1. ARTERIAL ROADWAYS INTERSECTING (SIGNALIZED - CENTRE MEDIANS)

- arterial size signs 45m - 75m in advance of the intersection
- arterial size signs on the far side signal poles located on the centre islands



## 2. ARTERIAL ROADWAYS INTERSECTING (NO CENTRE MEDIANS)

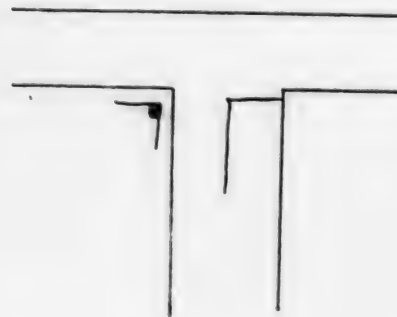
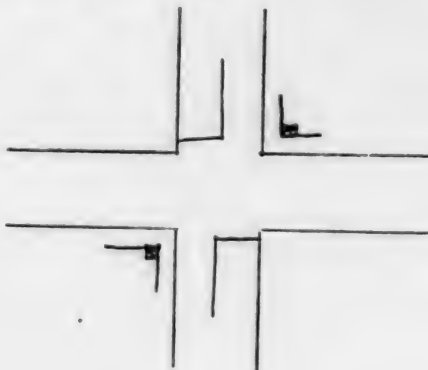
- arterial size signs 45m - 75m in advance of intersection (if required)
- arterial size signs near left and right position - mount sign on 4 x 4 in island if available



\*NOTE: Advance Signs Optional

## 3. ALL OTHER INTERSECTIONS

- local size signs near left and right positions for stop street(s)
- no advance signs





## City of Mississauga

MEMORANDUM FILES: 11 349 00001  
12 111 00014  
11 141 00039

RECEIVED

To Chairman and Members of the  
Public Works Committee  
From William P. Taylor, P.Eng.  
Dept. Engineering and Works

DATE AUG 2 1984

FILE No. F0207

CLERK'S DEPARTMENT July 31, 1984

P. W. DATE AUG 8 1984

SUBJECT:

Duplicate Street Names.

ORIGIN:

Concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

COMMENTS:

We have prepared and attach hereto a summary of street name duplications in the City of Mississauga as they exist today. This list is not complete at this time as additional streets are being added to Sections 2 and 6 for Wednesday, August 9, 1984. The problems are classified in sections as follows:

- 1 - Direct duplication
- 2 - Same name - different suffix
- 3 - Phonetically similar
- 4 - Discontinuous streets with same name
- 5 - Continuous streets with a different name
- 6 - Streets with incorrect directional designation based on Mississauga's policy
- 7 - Municipal address confliction

For each one of these streets Committee will note that we have made certain recommendations. These recommendations may or may not be acceptable, but have been suggested in an attempt to provoke discussion and thus resolve the matter as quickly as possible.

I would suggest to Committee that we should try to agree on some of these at our August meeting even if only to suggest to the affected Ward Councillor that he or she review our recommendation prior to the October Public Works Committee meeting.

Further, I would suggest that we will not have time to consider all of these at our August meeting and those left over should be considered at the September meeting.

RECOMMENDATION:

That the Public Works Committee review the street name duplications in the City and make recommendations to General Committee as soon as possible.

WPT.mh c.c. E.M.Halliday

William P. Taylor, P.Eng.  
Commissioner.



[illegible]

SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
16	Burns Avenue	2	1888	3	2	17		Rename Either 16 or 17 To New Name (Private Road)
17	Burns Lane	9	-	3	2	16		Rename Either 16 or 17 To New Name (Private Road)
24	Cliff Road	14	1927	273	7	25		Leave As Is
25	Cliff Road North	21	1970	231	4	24		Rename To New Name
26	Codlin Avenue	48W	1968	27	5	27		Leave As Is
27	Codlin Crescent	48W	1963	0	5	26		Review Feasibility of Closure, Disposal or Renaming To New Name
28	Confederation Parkway	15, 22	1969	499	4, 6	29		Leave As Is
29	Confederation Square	15	1961	0	6	28		Review Feasibility of Closure, Disposal or Renaming To New Name
39	Fifth Line East	34E	1819	6	5	40, 41		Renaming To Occur In Conjunction With Area Development
40	Fifth Line West	18, 25	1843	88	6, 8	39		Leave As Is
41	Fifth Line West	54E	1819	2	9	39		Renaming Currently Under Review
56	Harborn Road	15	1920	23	6	57		Leave As Is
57	Harborn Trail	15	1920	14	6	56		Rename To New Name
66	Indian Grove	9	1917	68	2	67, 68		Rename To New Name
67	Indian Line	33	1858	7	5	66, 68	Note 'A'	Rename To New Name
68	Indian Road	8, 9	1843	130	2	66, 67		Leave As Is
71	John Street	21	1958	10	4	72, 73		Rename To New Name
72	John Street North	8	1835	32	1	71		Leave As Is
73	John Street South	8	1835	96	1	71		Leave As Is
95	McConnell Avenue	2	1888	0	2	86		Rename To New Name (Private Road)
86	McConnell Road	30	1869	2	8, 9	85		Leave As Is



[illegible]

PHONETICALLY SIMILAR

No.	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
5	Basswood Crescent	25	1975	50	8	9		Leave As Is
6	Beach Street	1	1926	6	1	7		Leave As Is
7	Beech Street	38W	1856	0	9	6		Review Feasibility of Closure, Disposal or Renaming To New Name
9	Brasswood Road	9	1967	3	2	5		Rename To New Name
18	Caroline Street	39E	1856	3	9	19		Rename To New Name
19	Carolyn Road	38W	1836	30	9	18		Leave As Is
30	Crombie Road	10	1956	1	2	31		Rename To New Name
31	Crumbie Street	39E	1856	3	9	30		Leave As Is
56	Harborn Road	15	1920	23	6	58		
57	Harborn Trail	15	1920	14	6	58		
58	Harbour Street	8	1961	0	1	56,57		Review Feasibility of Closure, Disposal or Renaming To New Name
63	Hollyrood Avenue	7	1925	18	1	64		Leave As Is
64	Hollywood Blvd.	2	1950	0	2	63		Review Feasibility of Closure, Disposal or Renaming To New Name
74	Juanita Court	21	1971	32	4	129		Rename To New Name
127	Vesta Drive	8	1943	21	1	128		Rename To New Name
128	Vista Drive	39E	1954	50	9	127		Leave As Is
129	Vanita Road	7	1921	61	1	74		Leave As Is
134	Woodland Avenue	8	1943	16	1	135		Rename To New Name
135	Woodlawn Avenue	7	1912	25	1	134		Leave As Is



## DISCONTINUOUS STREET

No.	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
1	Autumn Breeze Drive	15	1962	10	6	2		Rename To New Name
2	Autumn Breeze Drive	15	1977	15	6	1		Leave As Is
3	Barbertown Road	38W	1879	4	9	4		Rename Either 3 or 4 To New Name
4	Barbertown Road	38W	1879	4	9	3		Rename Either 3 or 4 To New Name
11	Britannia Road East	35E-36E	-	382	5	12,12A		Rename To New Name
12	Britannia Road East	36W	-	17	5	11,12A		Leave As Is
12A	Britannia Road East	36E	-	1	5	11,12		Rename To New Name
20	Cedar Creek Drive	20	1925	49	3	21		Leave As Is
21	Cedar Creek Drive	20	-	4	3	20		Rename To New Name (Private Road)
40	Fifth Line West	18,25	1843	88	6,8	41		Leave As Is
41	Fifth Line West	54E	1819	2	9	40		Renaming Currently Under Review
42	First Street	6	1921	13	1	43		Leave As Is
43	First Street	6	1921	4	1	42		Rename To New Name
45	Fowler Drive	17	1968	330	6	46		Leave As Is
46	Fowler Drive	18	1953	21	6	45		Rename To New Name
48	Goldenridge Road	12	1971	51	7	49		Leave As Is
49	Goldenridge Road	12	1971	0	7	48		Rename To New Name
50	Gordon Drive	15	1920	13	6	51		Rename To New Name
51	Gordon Drive	15	1920	19	6	50		Leave As Is
52	Haines Road	13,20	1914	47	3,7	53		Leave As Is
53	Haines Road	13	1953	0	7	52		Review Feasibility of Closure, Disposal or Renaming To New Name
60	High Street East	8	1846	340	1	16,62		Rename To High Street West

## DISCONTINUOUS STREET

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
61	High Street West	8	1835	11	1	60,62		Rename To New Name
62	High Street West	8	1835	20	1	60,61		Rename To New Name
79	Littlejohn Lane	21	1958	1	4	80		Rename To New Name
80	Littlejohn Lane	21	1971	2	4	79		Leave As Is
81	Lushes Avenue	3	1921	9	2	82		Leave As Is
82	Lushes Avenue	3	1971	0	2	81		Review Feasibility of Closure, Disposal or Renaming To New Name
95	Park Street East	7,8	1846	616	1	96		Rename To Park Street West
96	Park Street West	8	1835	34	1	95		Rename To New Name
97	Peter Street North	8	1835	28	1	98		Leave As Is
98	Peter Street South	8	1835	23	1	97		Rename To New Name
101	Port Street East	8	1846	54	1	102		Rename To Port Street West
102	Port Street West	8	1835	18	1	101		Rename To New Name
105	Queen Street East	7	1846	12	1	106		Leave As Is
106	Queen Street East	8	1846	64	1	105		Rename To New Name
107	Queen Street West	8	1913	42	1	108		Rename To New Name
108	Queen Street West	8,9	1951	43	1,2	107		Leave As Is
111	Queensway West	17, 18	1966	261	6	112		Renaming Currently Under Review
112	Queensway West	18	1967	0	6	111		Renaming Currently Under Review
115	Robin Drive	17	1960	80	6	116		Leave As Is
116	Robin Drive	17	1960	13	6	115		Rename To New Name
118	Stavebank Road	16	1835	11	6	119,120 121,122		Rename To Morrison Avenue



DISCONTINUOUS STREET

[illegible]

## ✓

[illegible]



# NON STANDARD DIRECTIONAL DESIGNATION

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
10	Britannia Road East	38W	-	16	9	-		Rename To Britannia Road West
33	Dundas Street East	59	-	7	8	-		Renaming Currently Under Review
60	High Street East	8	1846	340	1	-		Rename To High Street West
72	John Street North	8	1835	32	1	-		Leave As Is
73	John Street South	8	1835	96	1	-		Leave As Is
77	Lakeshore Road East	7,8	1917	234	1	-		Rename To Lakeshore Road West
91	Mississauga Road North	8	1944	82	1	-		Rename To Mississauga Road
92	Mississauga Road South	8	1944	18	1	-		Rename To Mississauga Road
95	Park Street East	7,8	1846	616	1	-		Rename To Park Street West
101	Port Street East	8	1846	54	1	-		Rename To Port Street West
106	Queen Street East	8	1846	64	1	-		Rename To New Name
109	Queen Street North	45W	1856	76	9	-		Rename To Mississauga Road
110	Queen Street South	38W	1856	465	9	-		Rename To Mississauga Road
121	Stavebank Road North	8	1944	194	1	-		Rename To Stavebank Road
122	Stavebank Road South	8	1961	92	1	-		Rename To Stavebank Road

## MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
10	Britannia Road East	38W	-	16	9	-		Renumber To City Grid System
13	Britannia Road West	39E	-	41	9	-		Renumber To City Grid System
14	Britannia Road West	56	--	7	9	-		Renumber To City Grid System
15	Burnhamthorpe Road West	58	1976	7	8	-		Renumber To City Grid System
22	Charing Drive	45W	1971	3	9	-		Leave As Is
23	Charing Drive	45W	1967	6	9	-		Renumber To City Grid System
32	Derry Road West	55	-	244	9	-		Renumber To City Grid System
33	Dundas Street East	59	-	7	8	-		Renumbering Currently Under Review
34	Dunray Court	45W	1971	25	9	-		Leave As Is
35	Dunray Court	45W	1967	4	9	-		Renumber To City Grid System
36	Eglinton Avenue West	57	1976	3	9	-		Renumber To City Grid System
37	Falconer Drive	45W	1971	486	9	-		Leave As Is
38	Falconer Drive	45W	1956	256	9	-		Renumber To City Grid System
60	High Street East	8	1846	340	1	-		Renumber To City Grid System
65	Hurontario Street	7	1835	29	1	-		Renumber To City Grid System
77	Lakeshore Road East	7,8	1917	234	1	-		Renumber To City Grid System
77A	Lakeshore Road East	7	1917	743	1	-		Renumber To City Grid System
78	Lakeshore Road West	8	1917	777	1	-		Renumber To City Grid System
83	Main Street	38W	1856	33	9	-		Renumber To City Grid System
91	Mississauga Road North	8	1944	82	1	-		Renumber To City Grid System
92	Mississauga Road South	8	1944	18	1	-		Renumber To City Grid System
95	Park Street East	8	1846	616	1	-		Renumber To City Grid System



$$\frac{2}{-12}$$
[illegible]

NOTES:

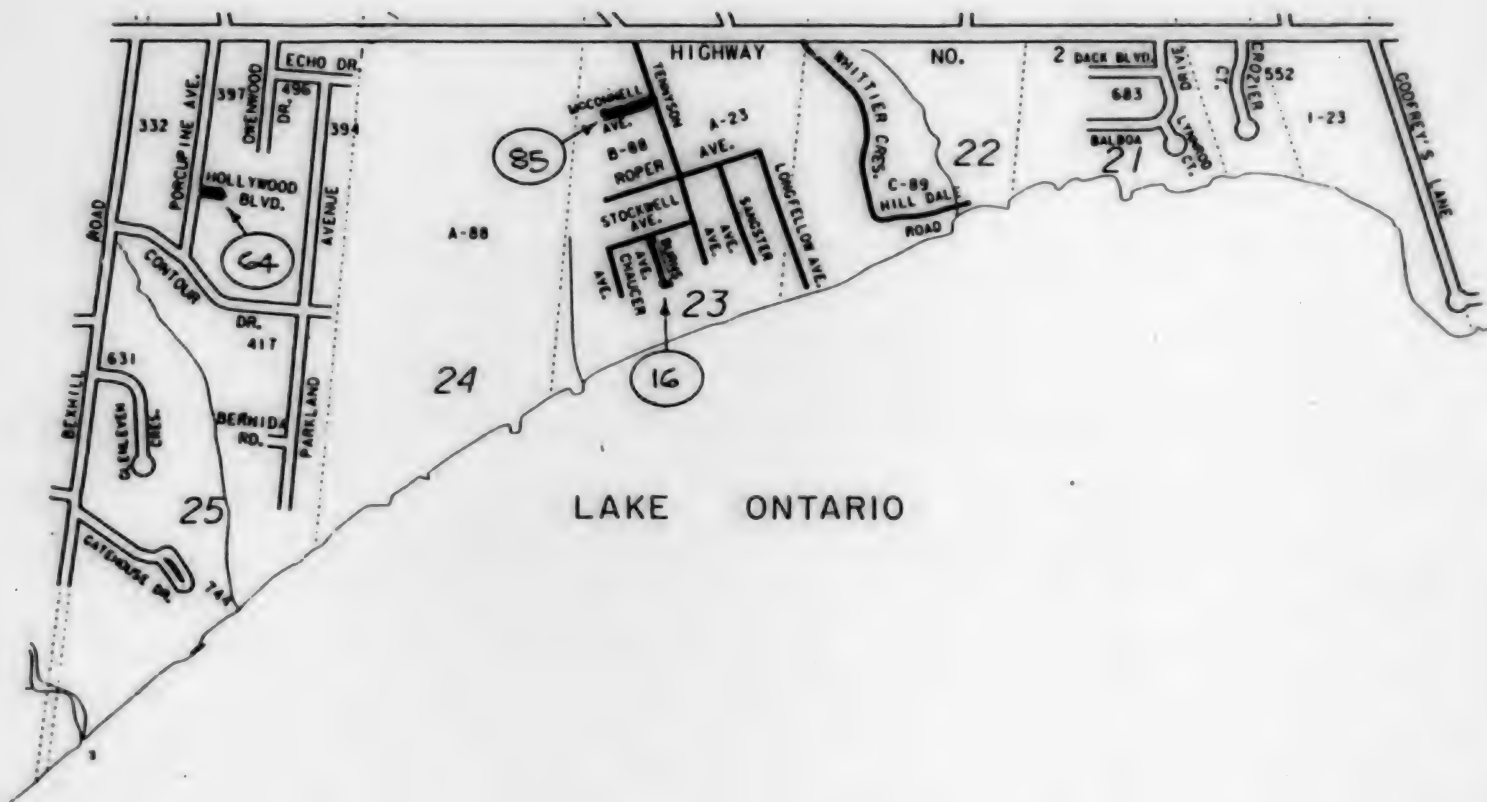
8-13

- 'A' This street is entirely within the City of Etobicoke. However properties fronting on west side are in the City of Mississauga.
- 'B' This street is entirely within the Towns of Oakville and Milton. However properties fronting on east side are in the City of Mississauga.



8-14

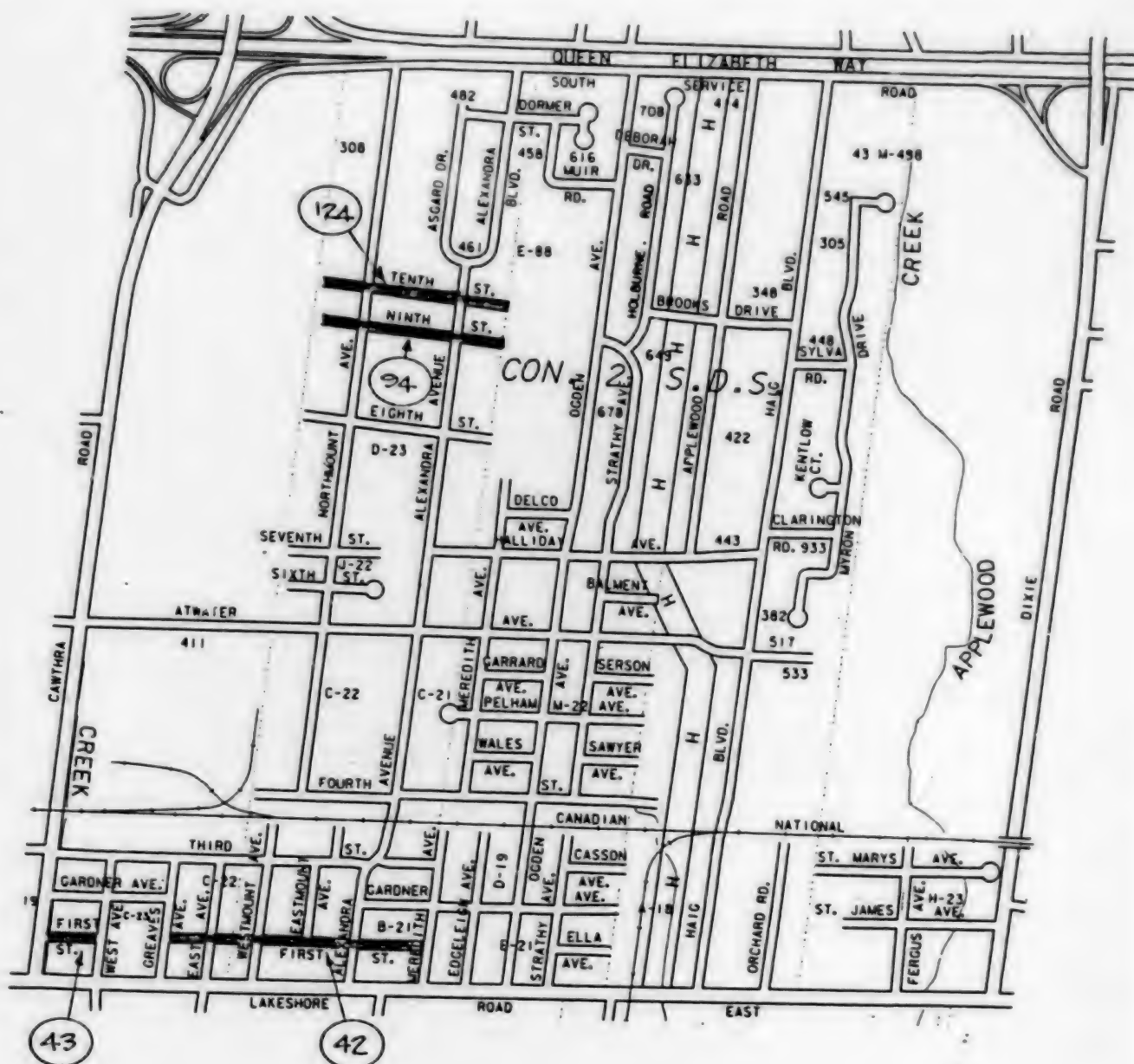






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6





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7

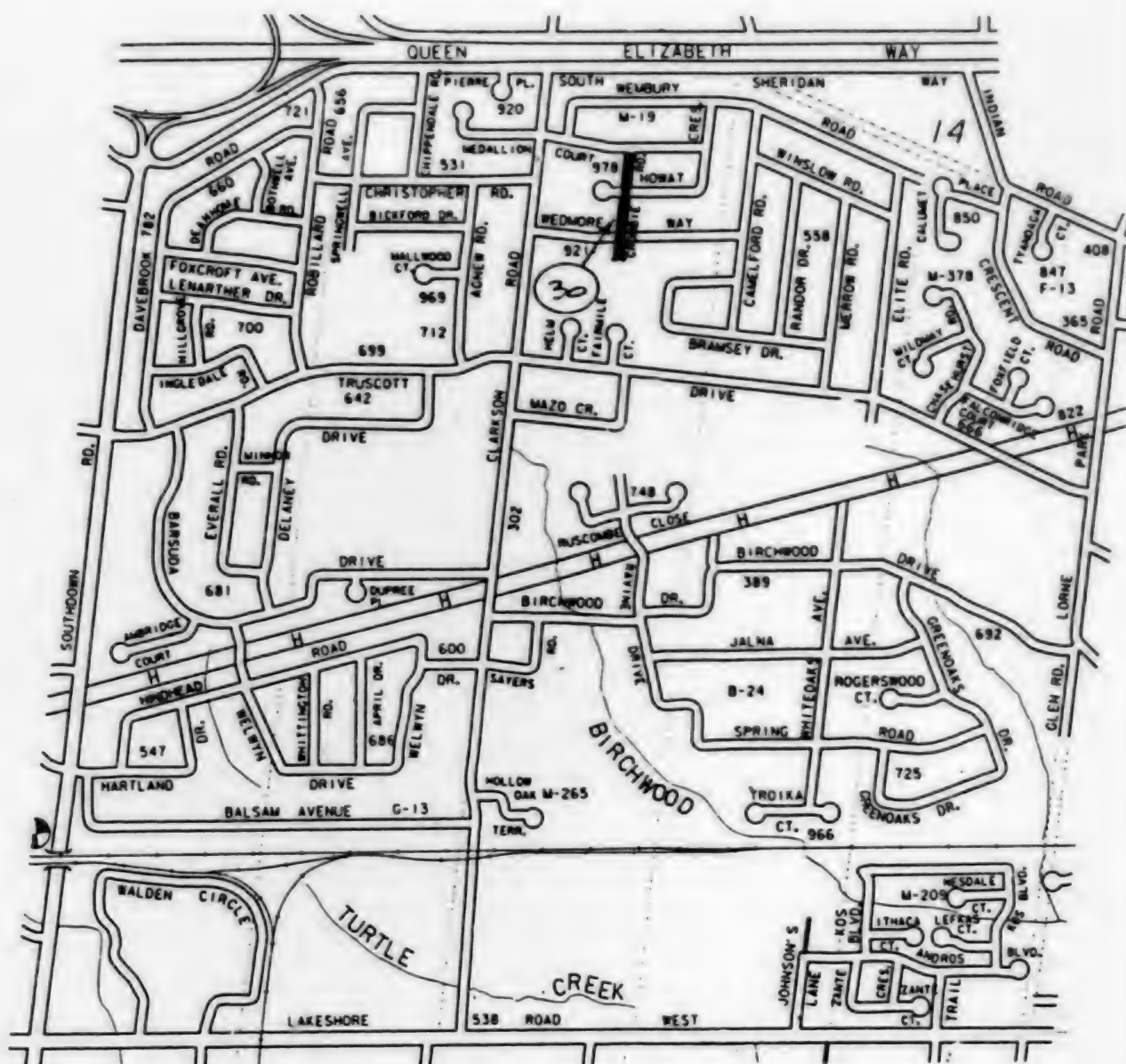


The map is a detailed street map of a residential area in Mississauga, Ontario. It features a grid of streets, including Queen Elizabeth Way, Credit River, and various residential streets like Oakhill Road, Birchwood Drive, and Victoria Ave. Numerous house numbers are visible, and several areas are circled with numbers, likely indicating specific lots or parcels. The map also shows the Credit River and the Lake Ontario shoreline at the bottom.

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8-21

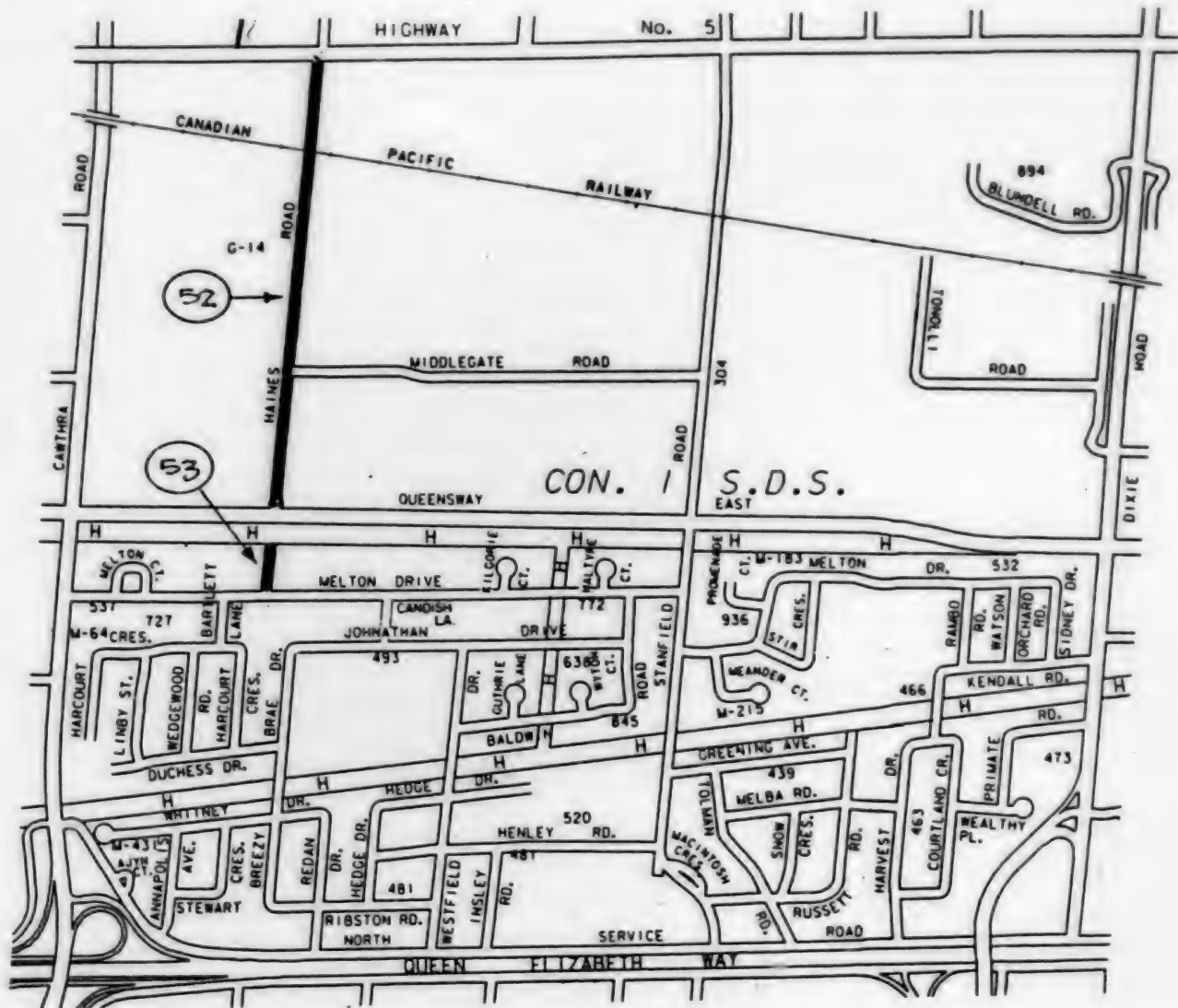




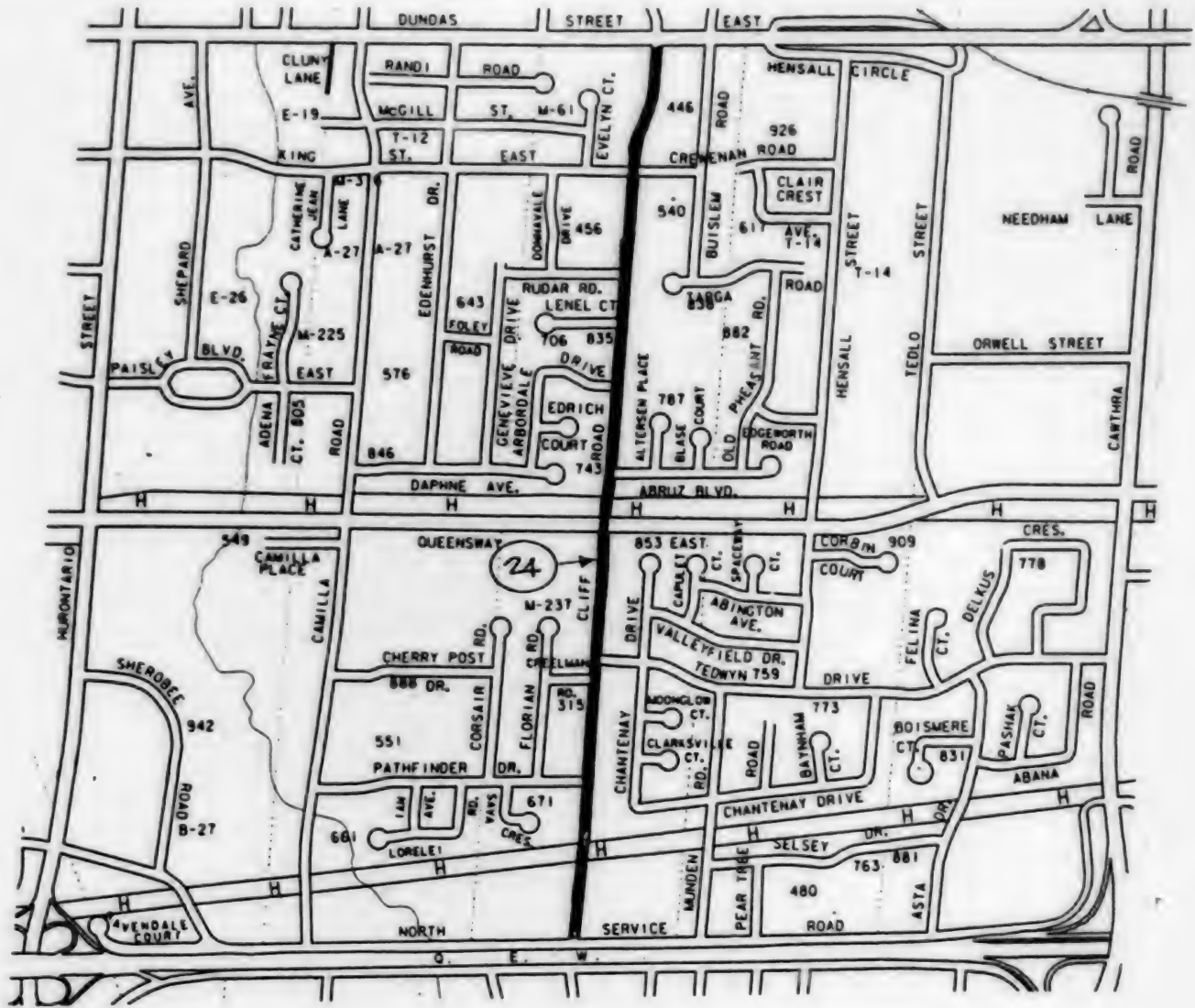
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8-23



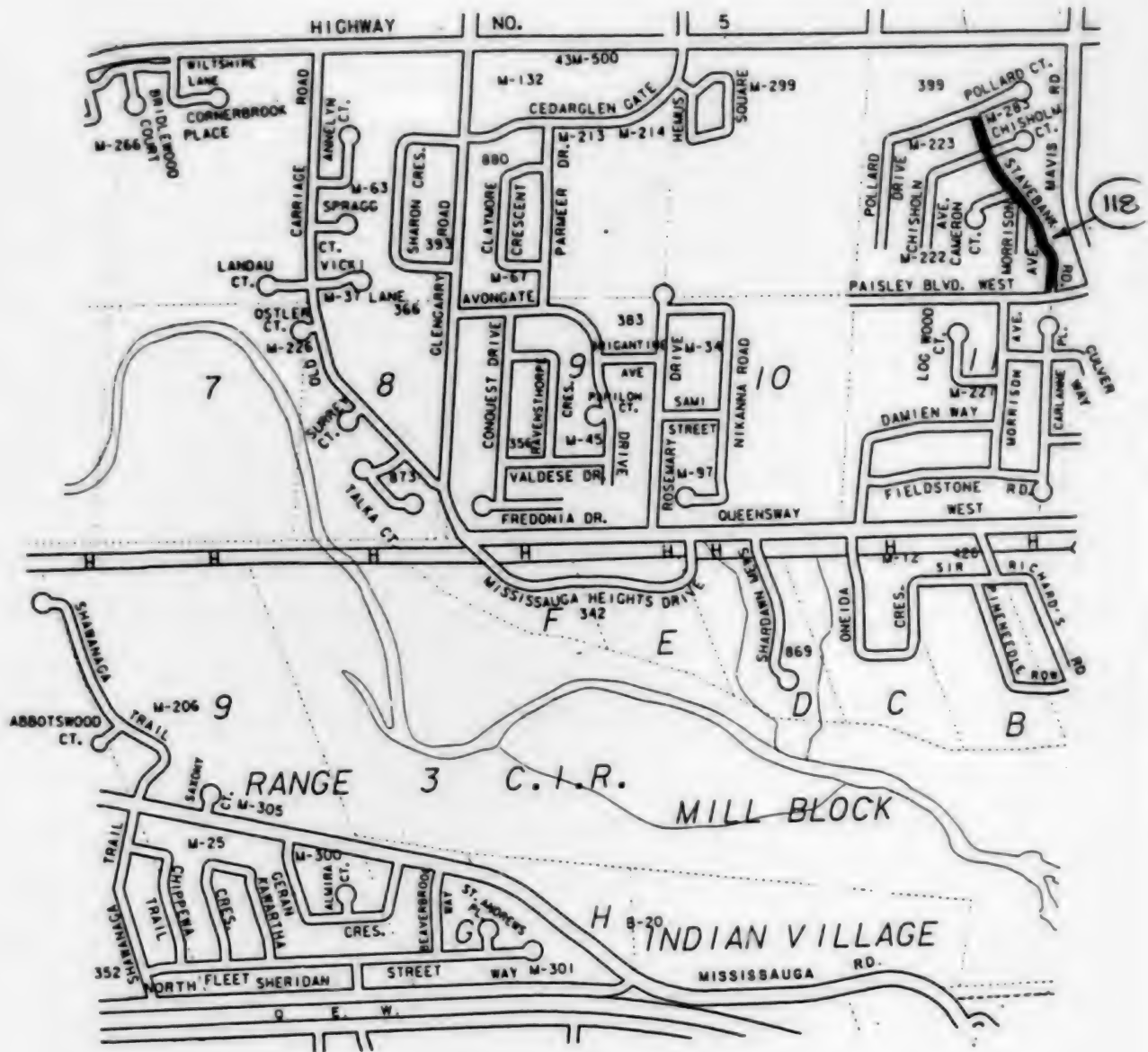
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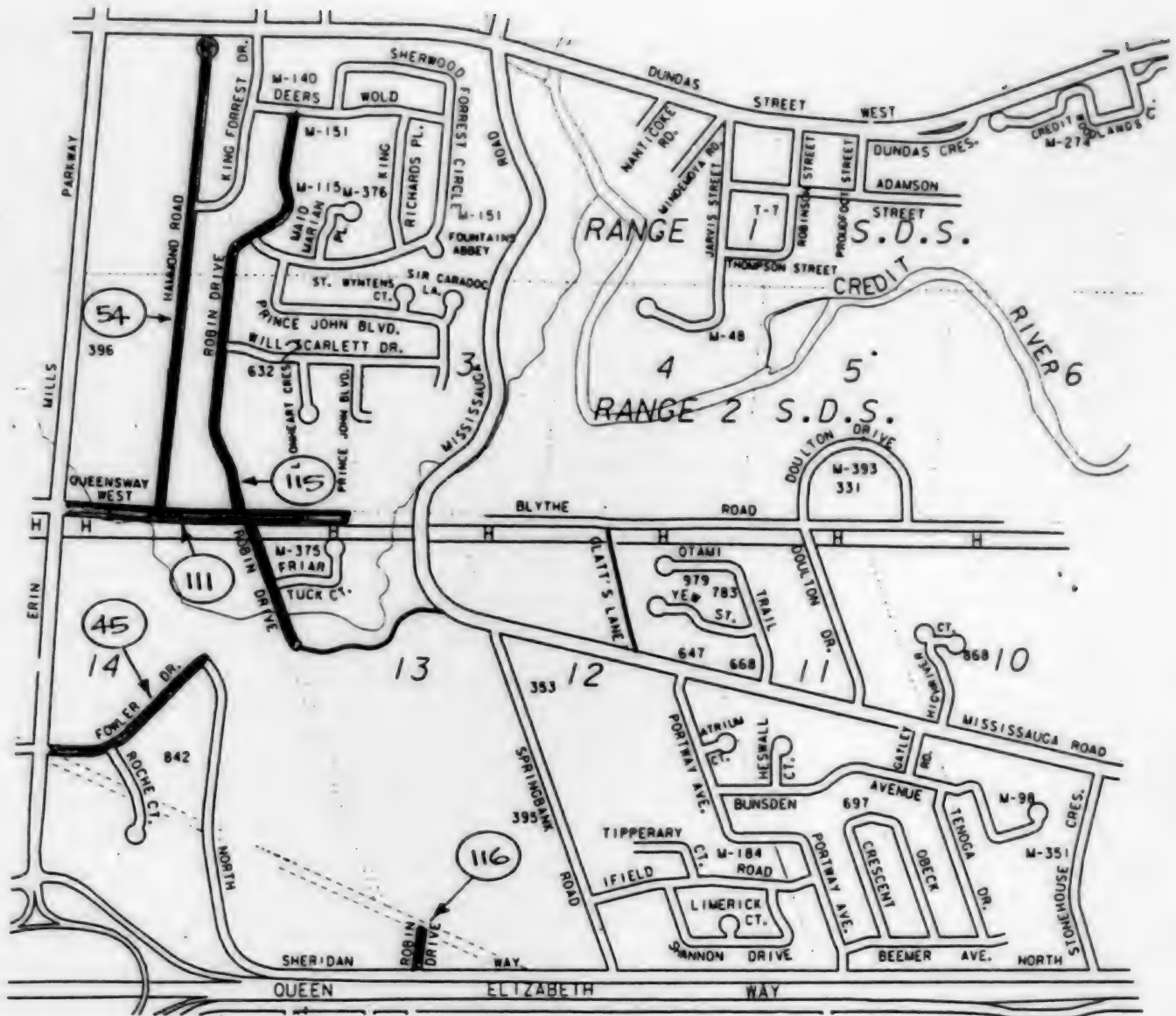




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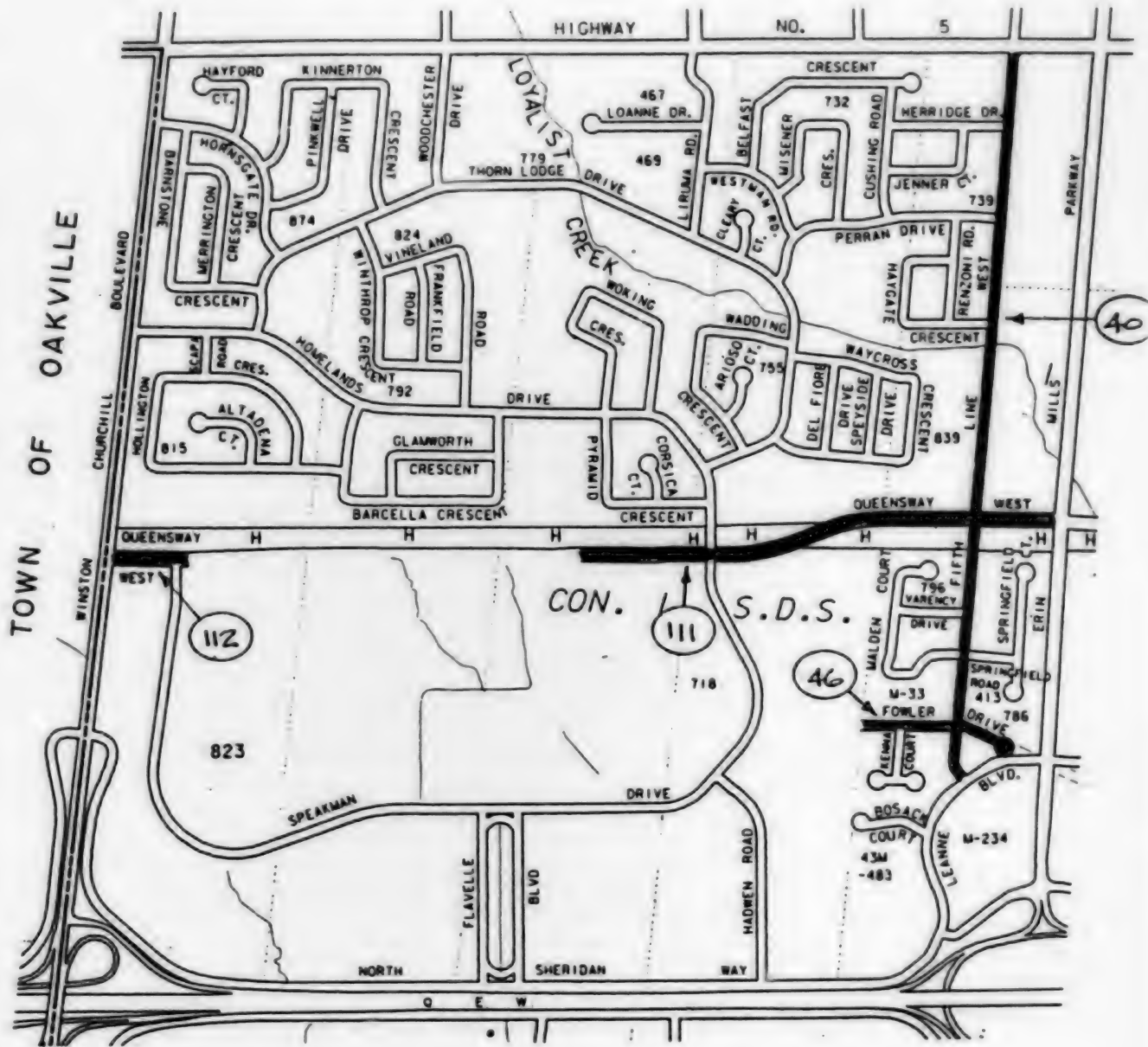


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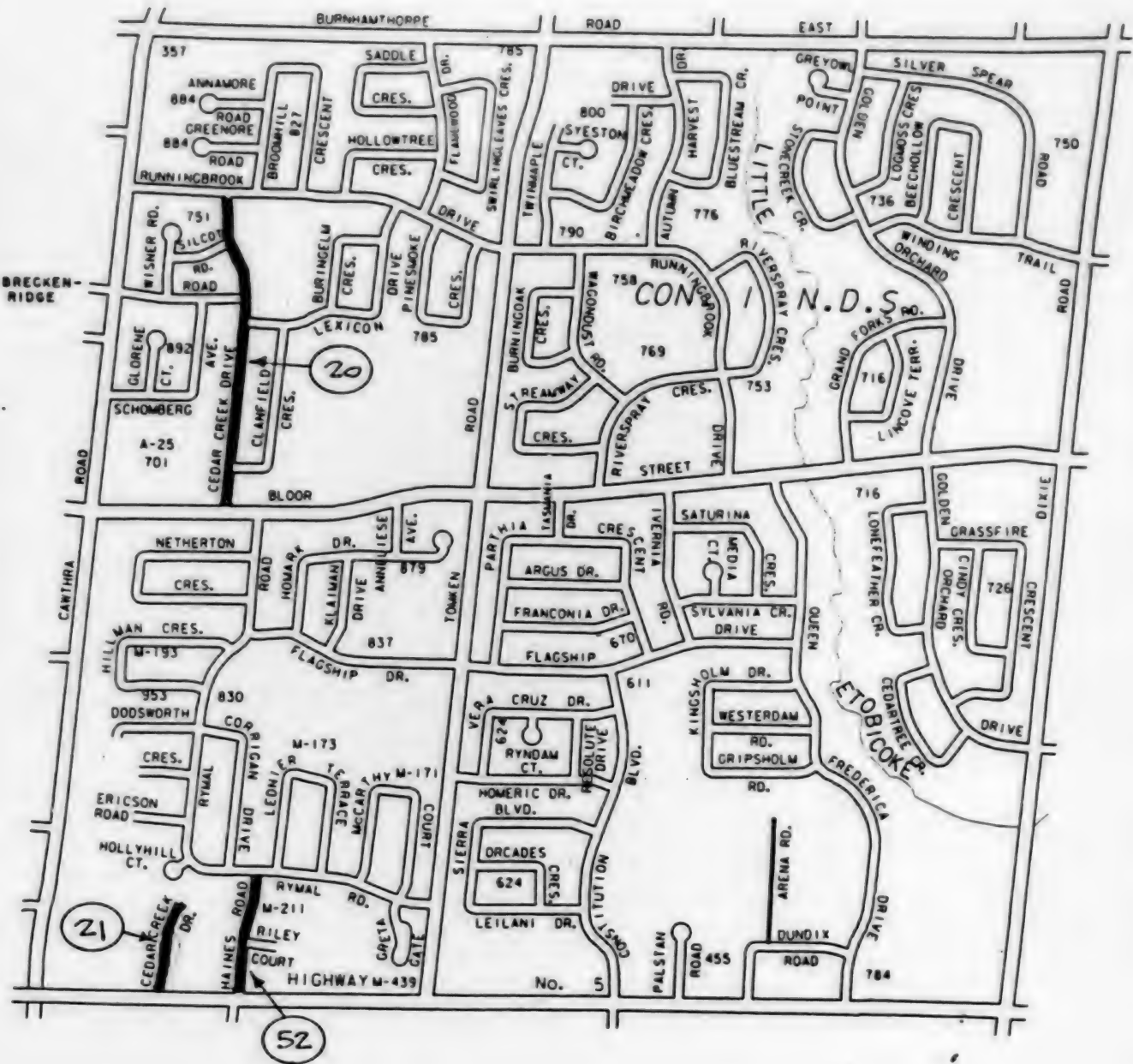




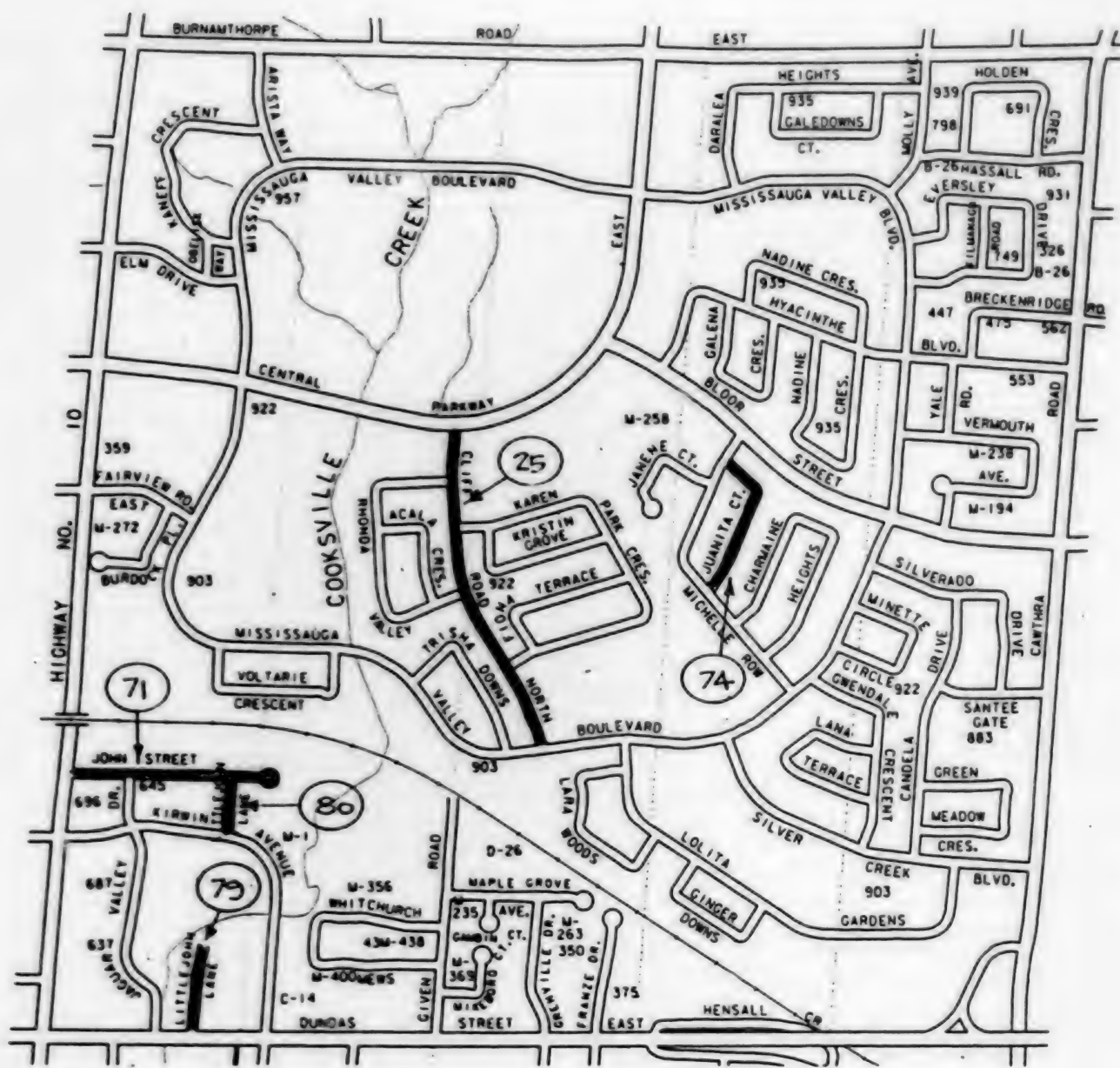
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8-29

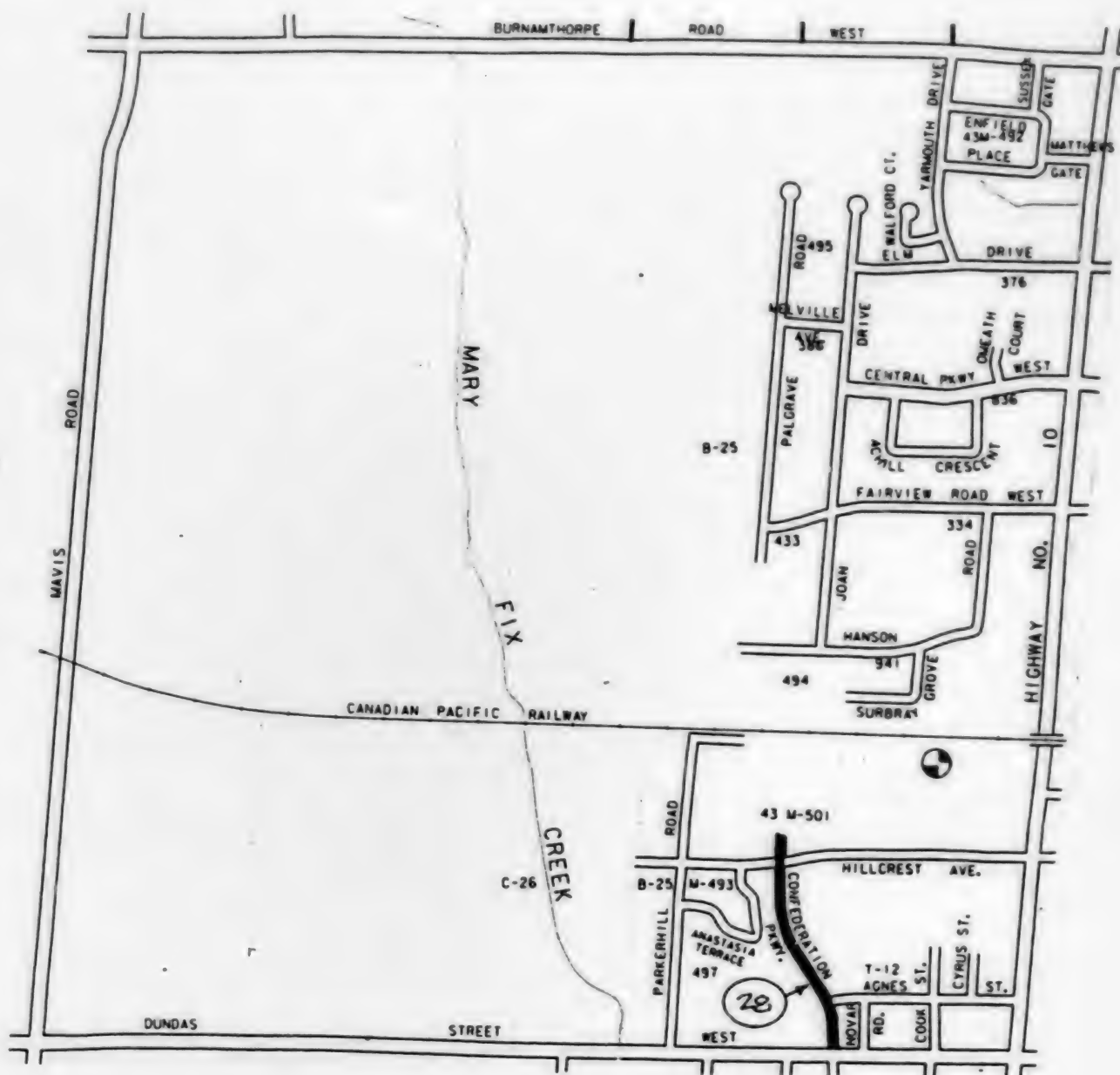


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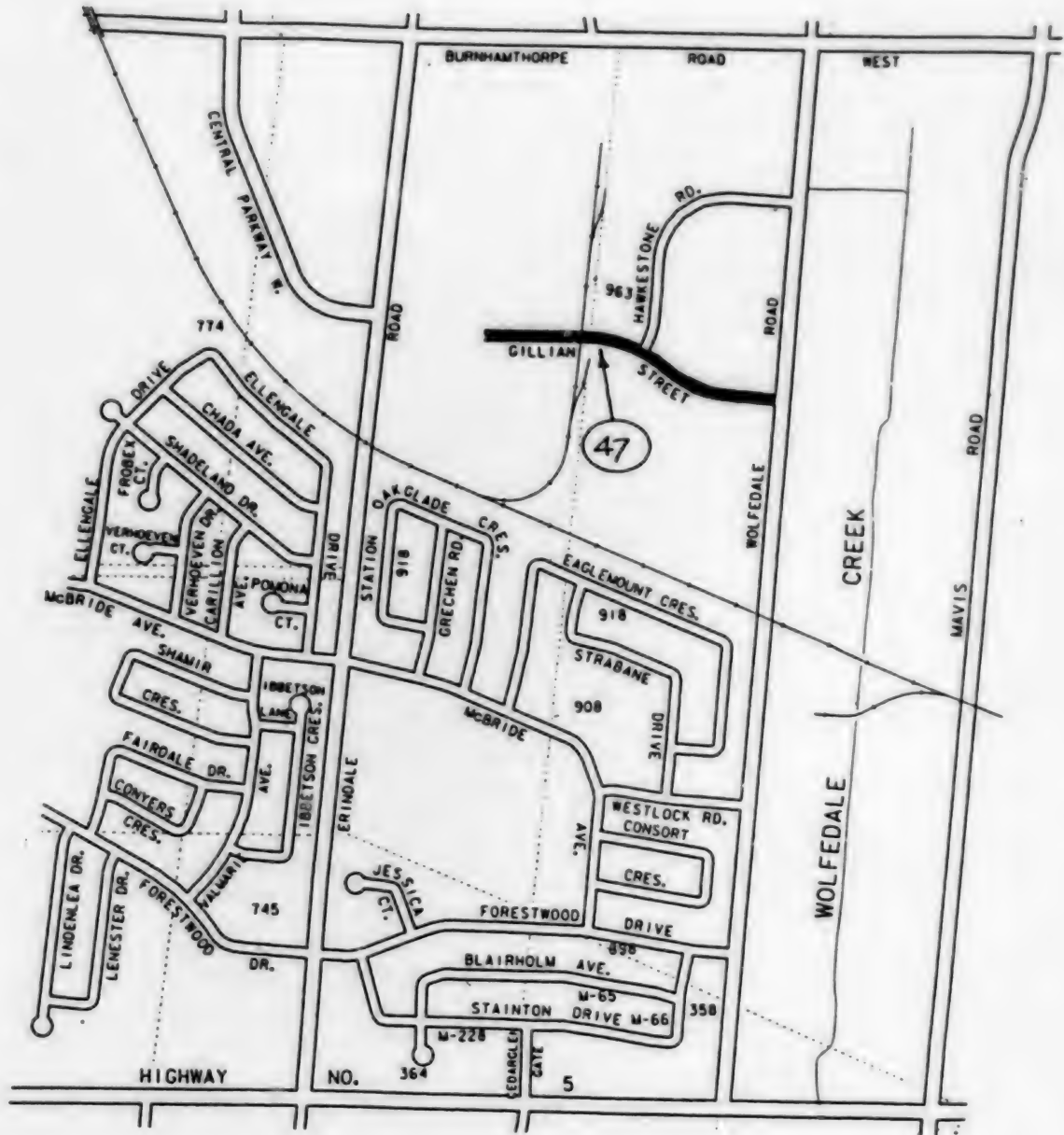




8-31



8-32

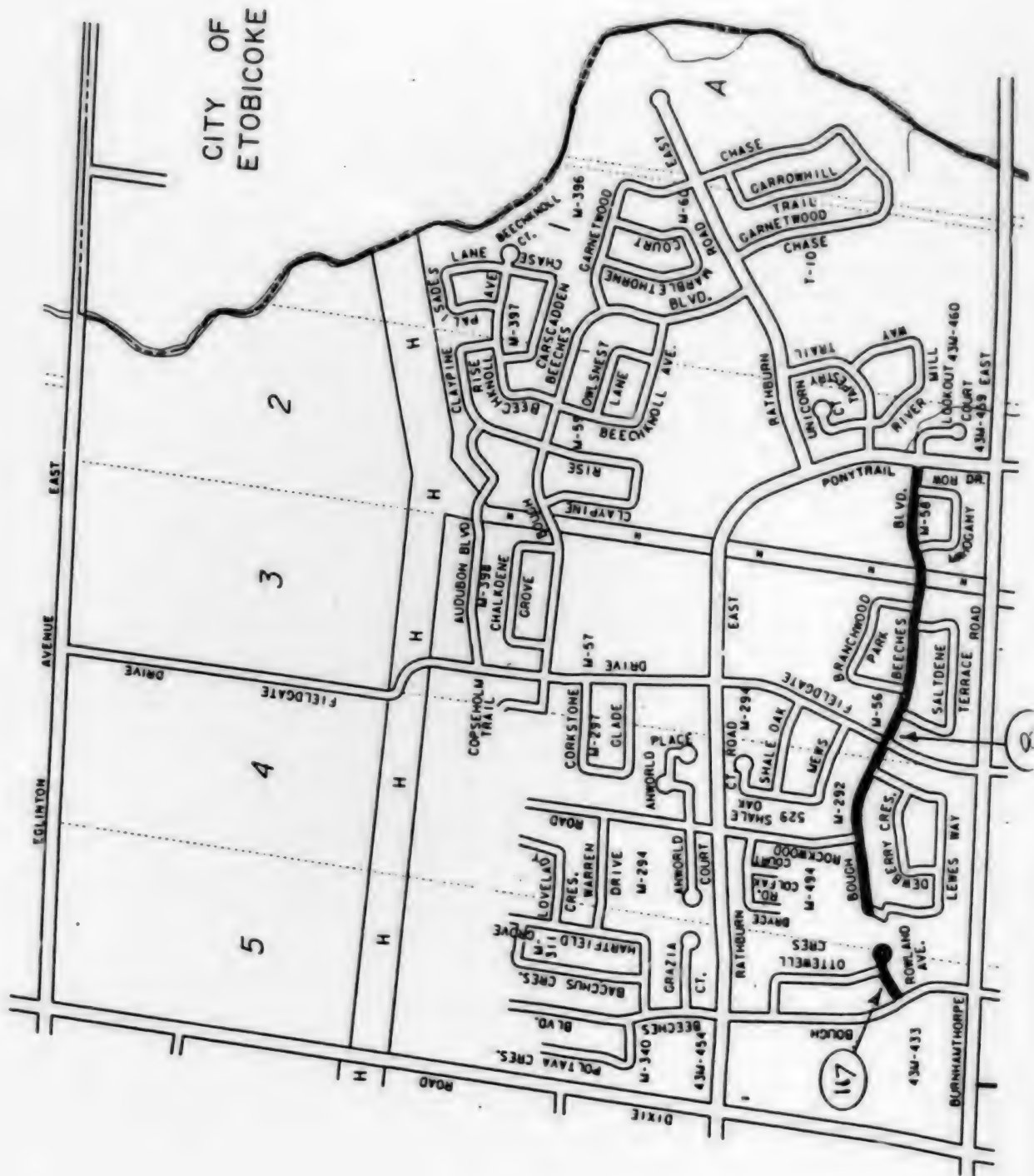


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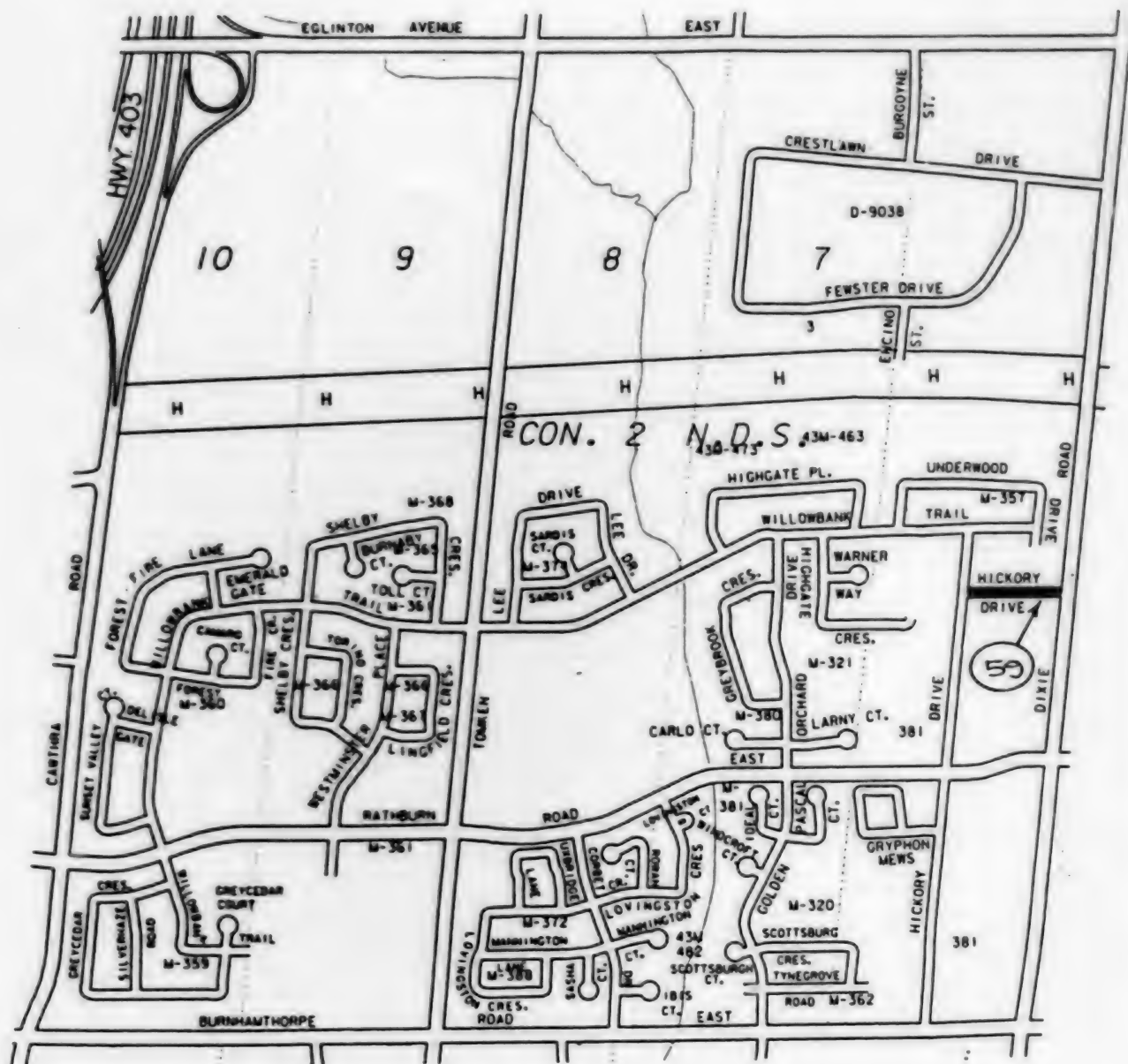




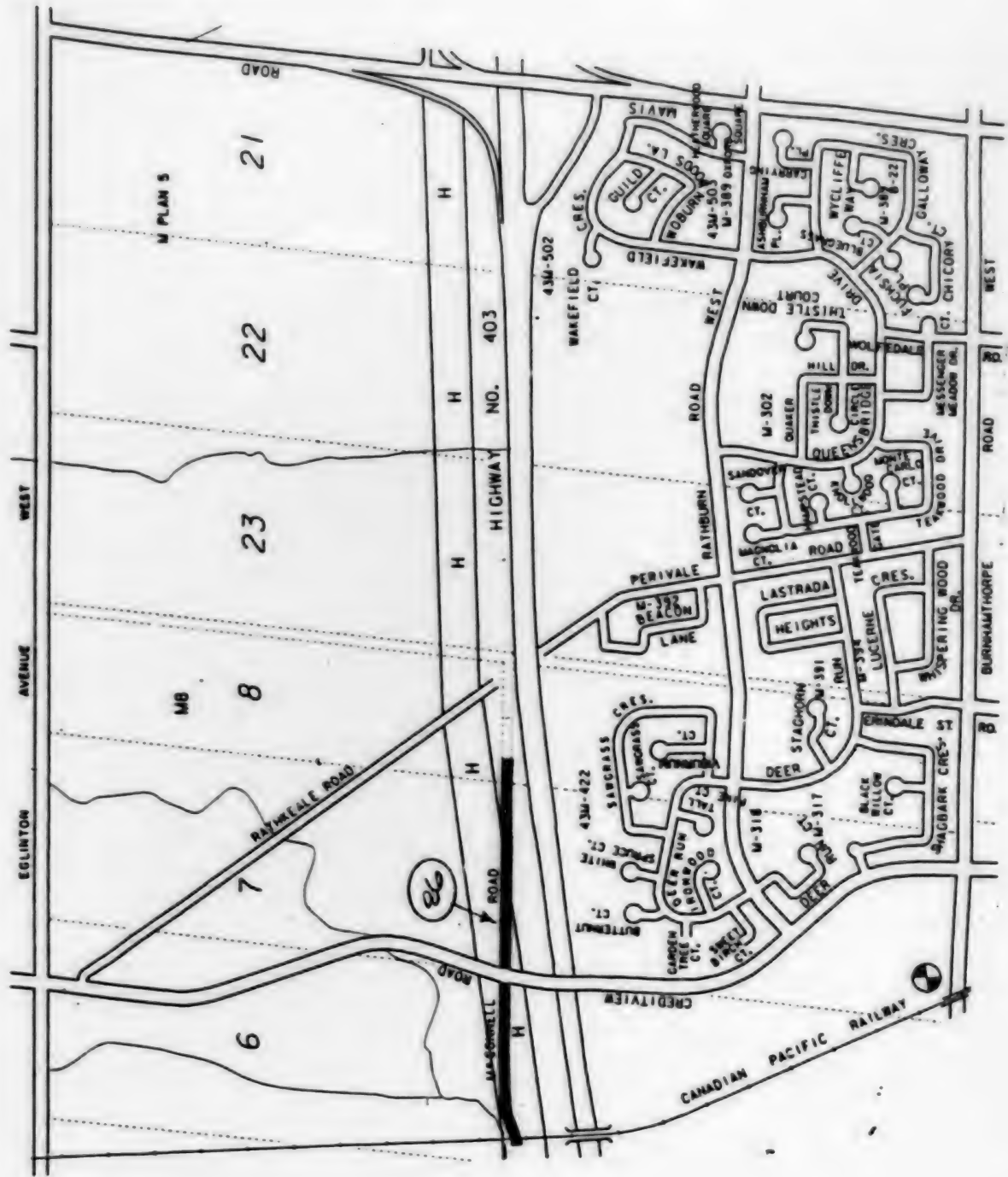
8-34



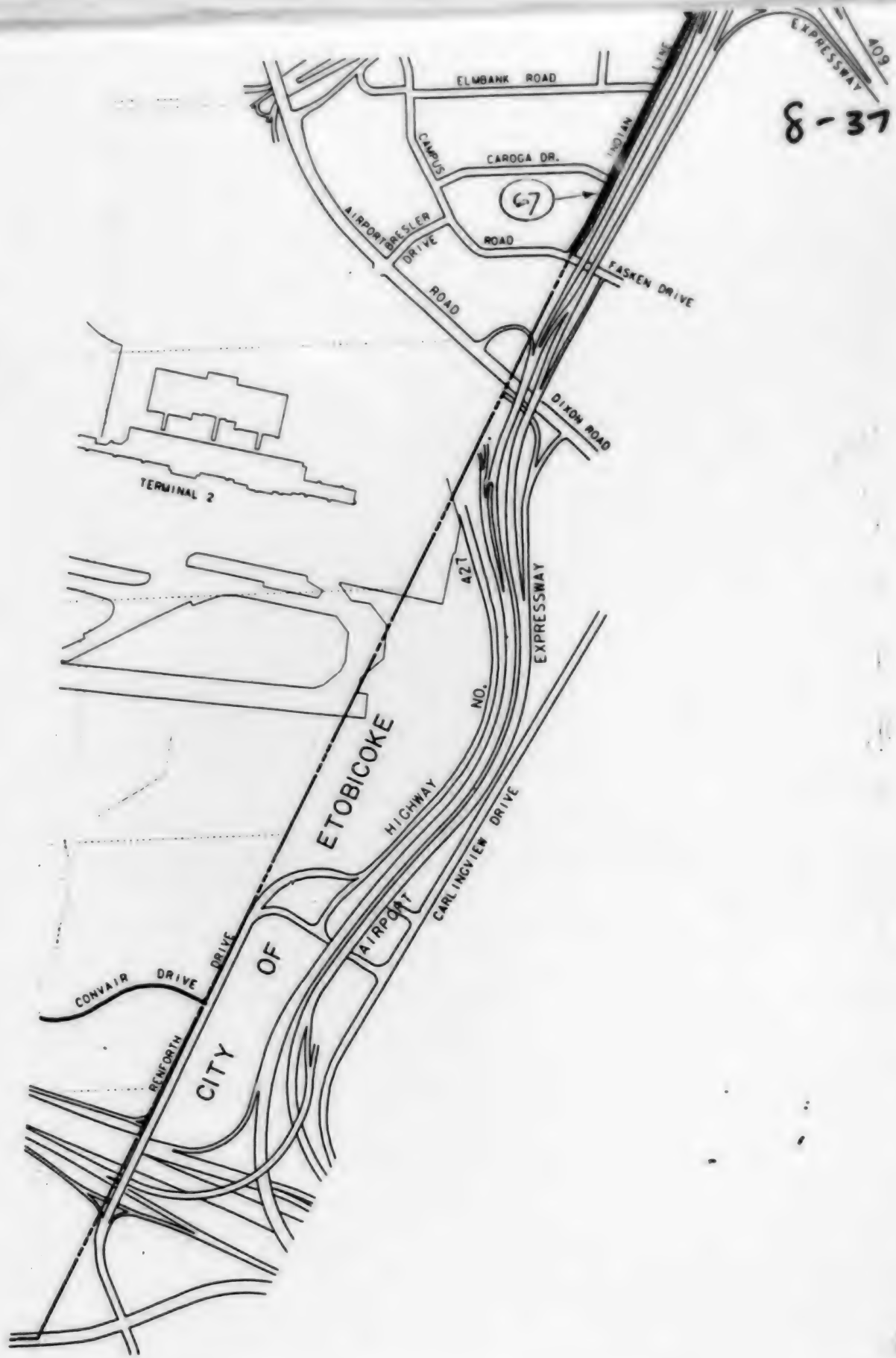
8-35



8-36

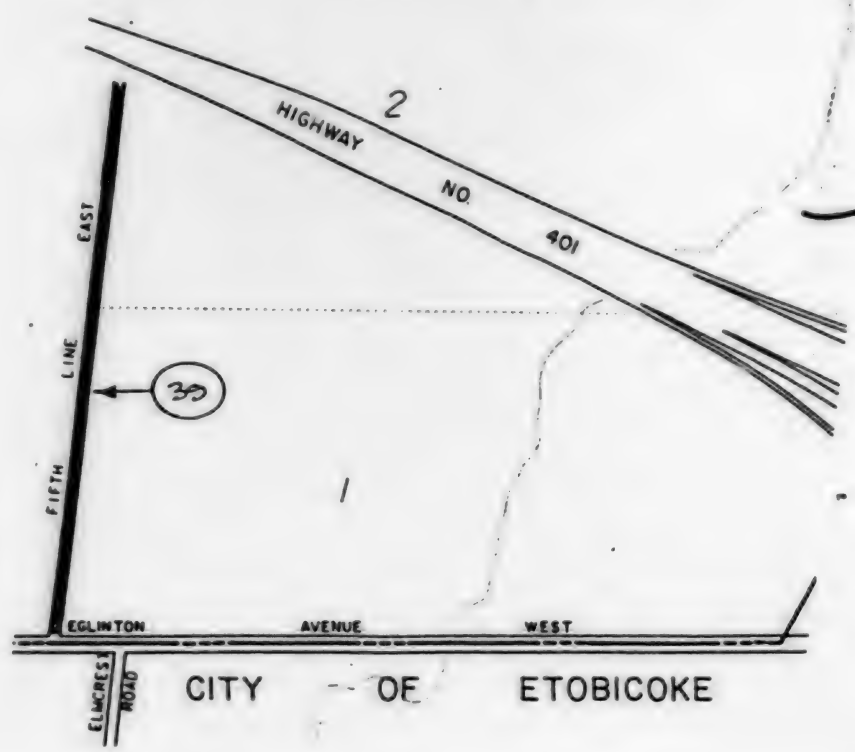
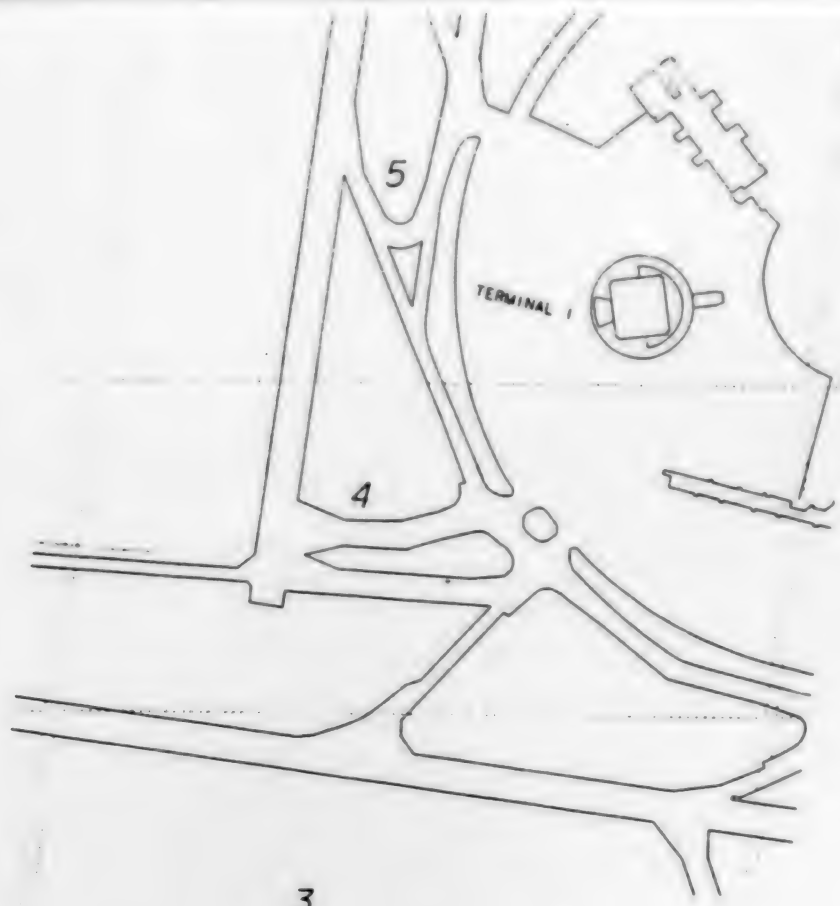






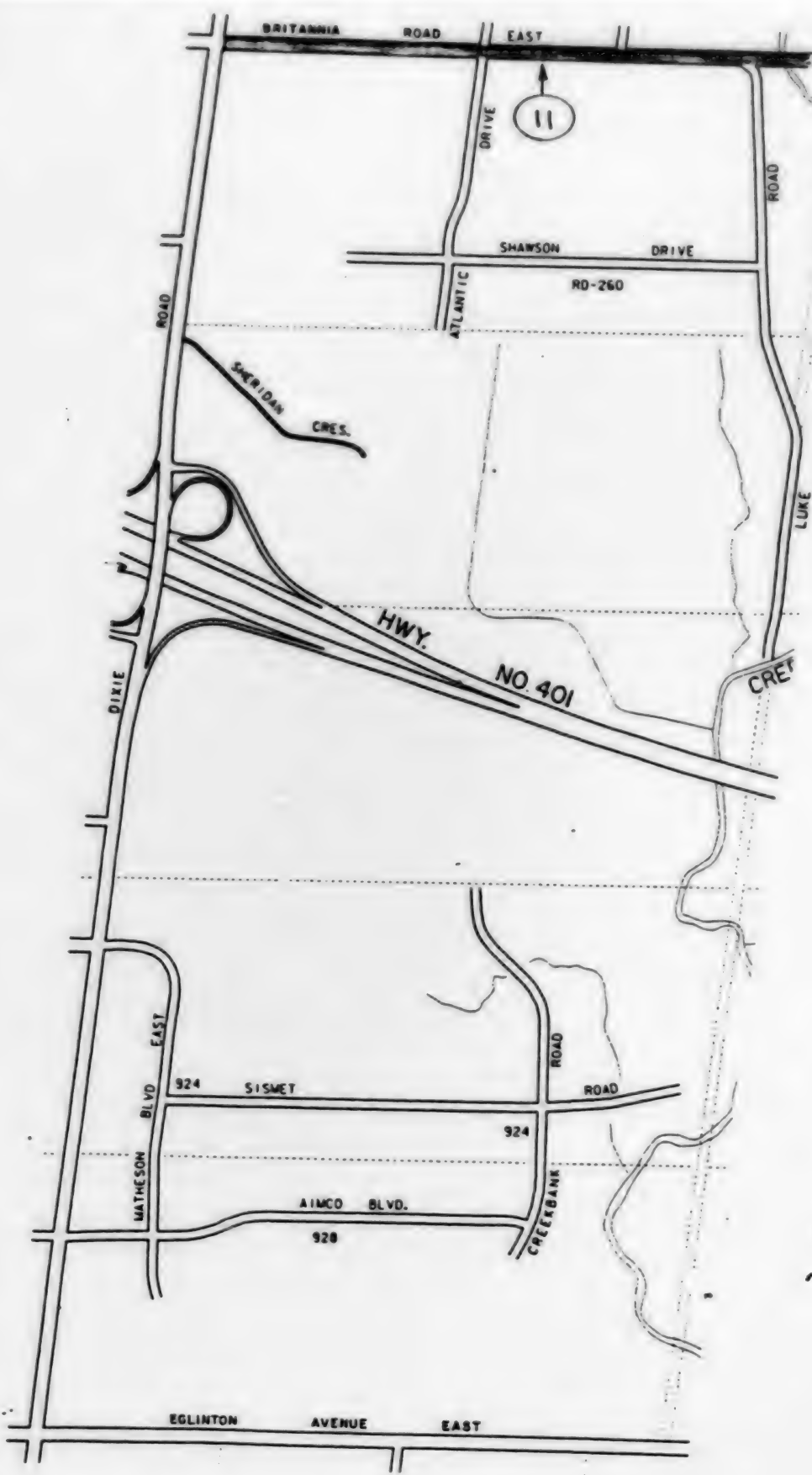
8-37

8-38



34E

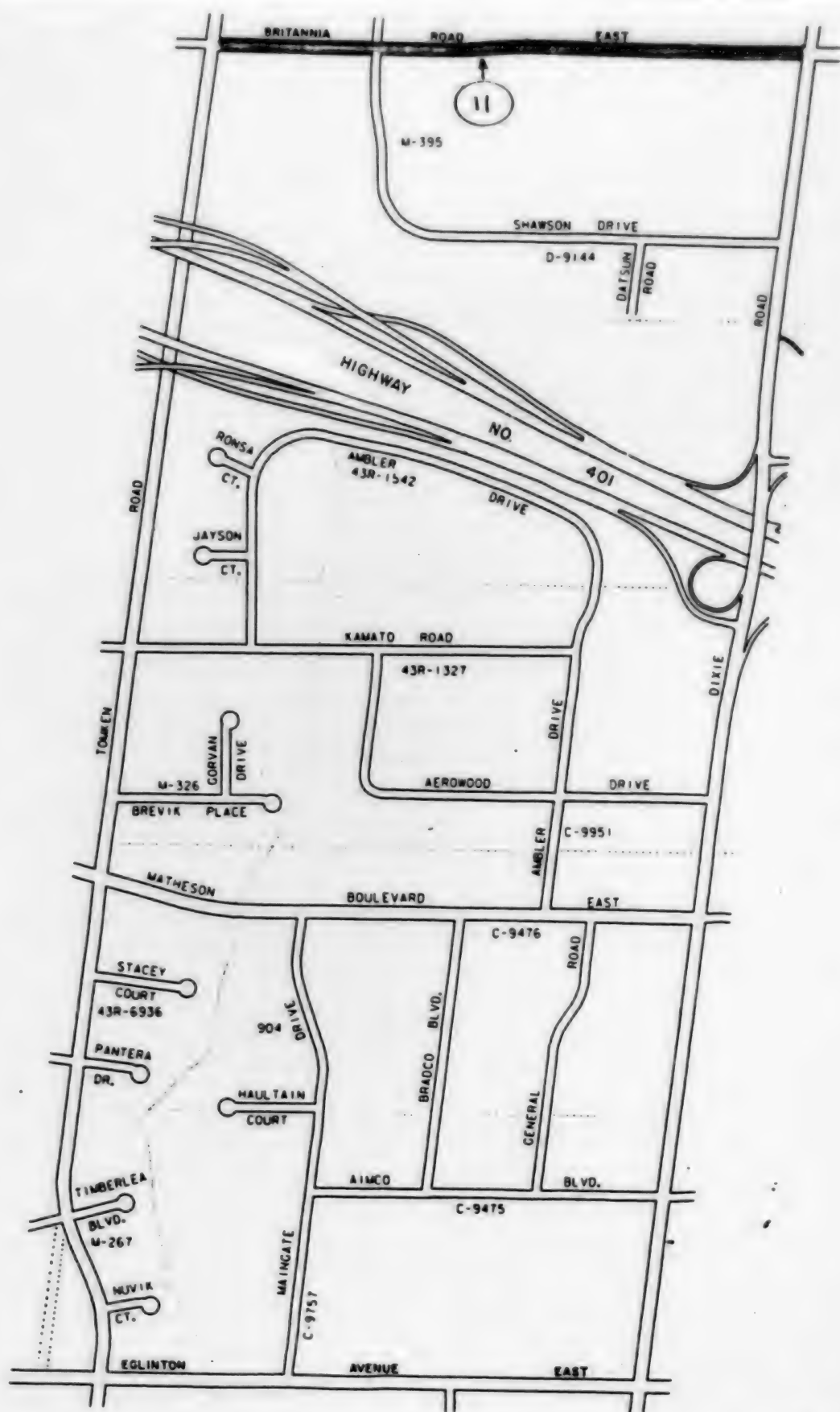
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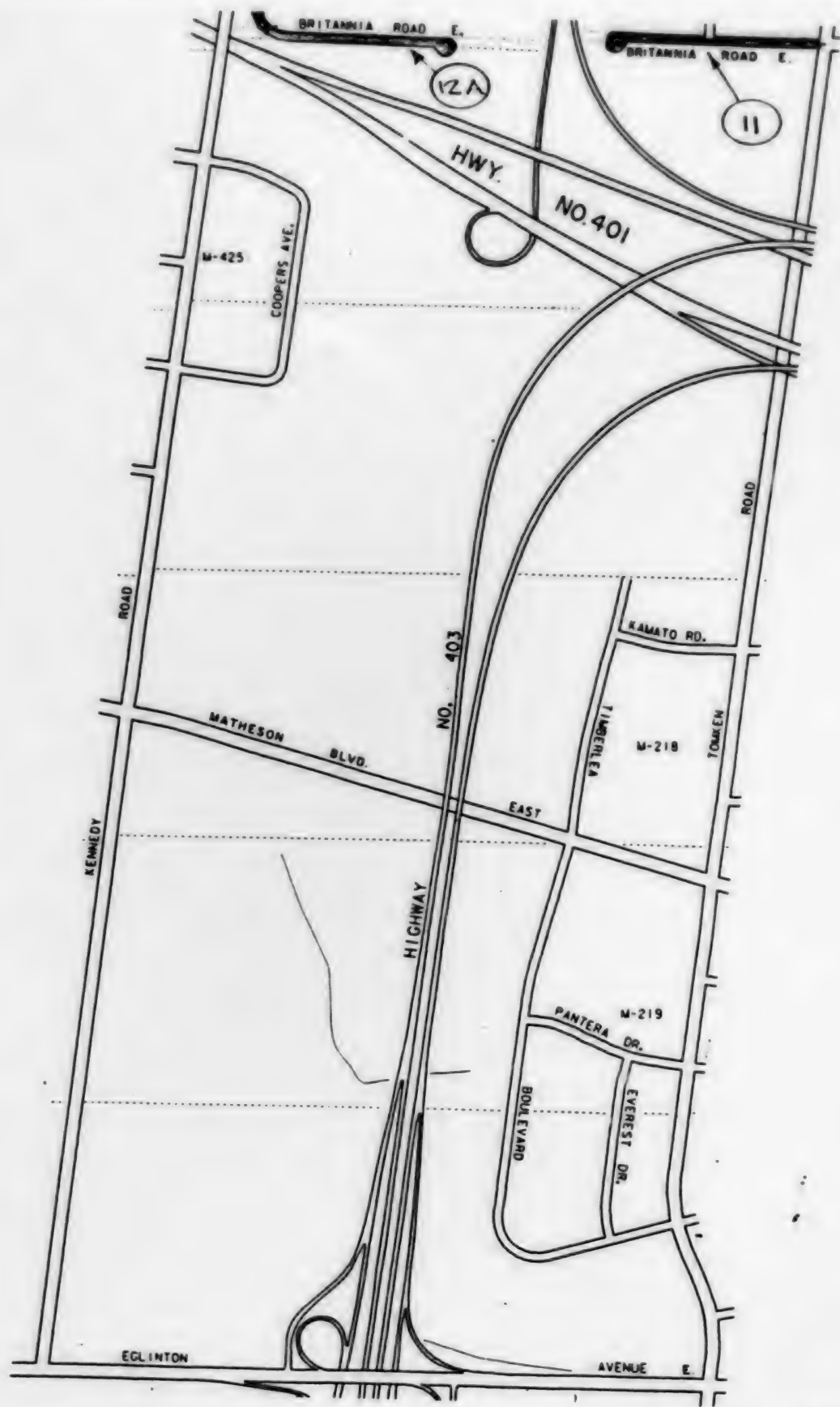
35E



8-40

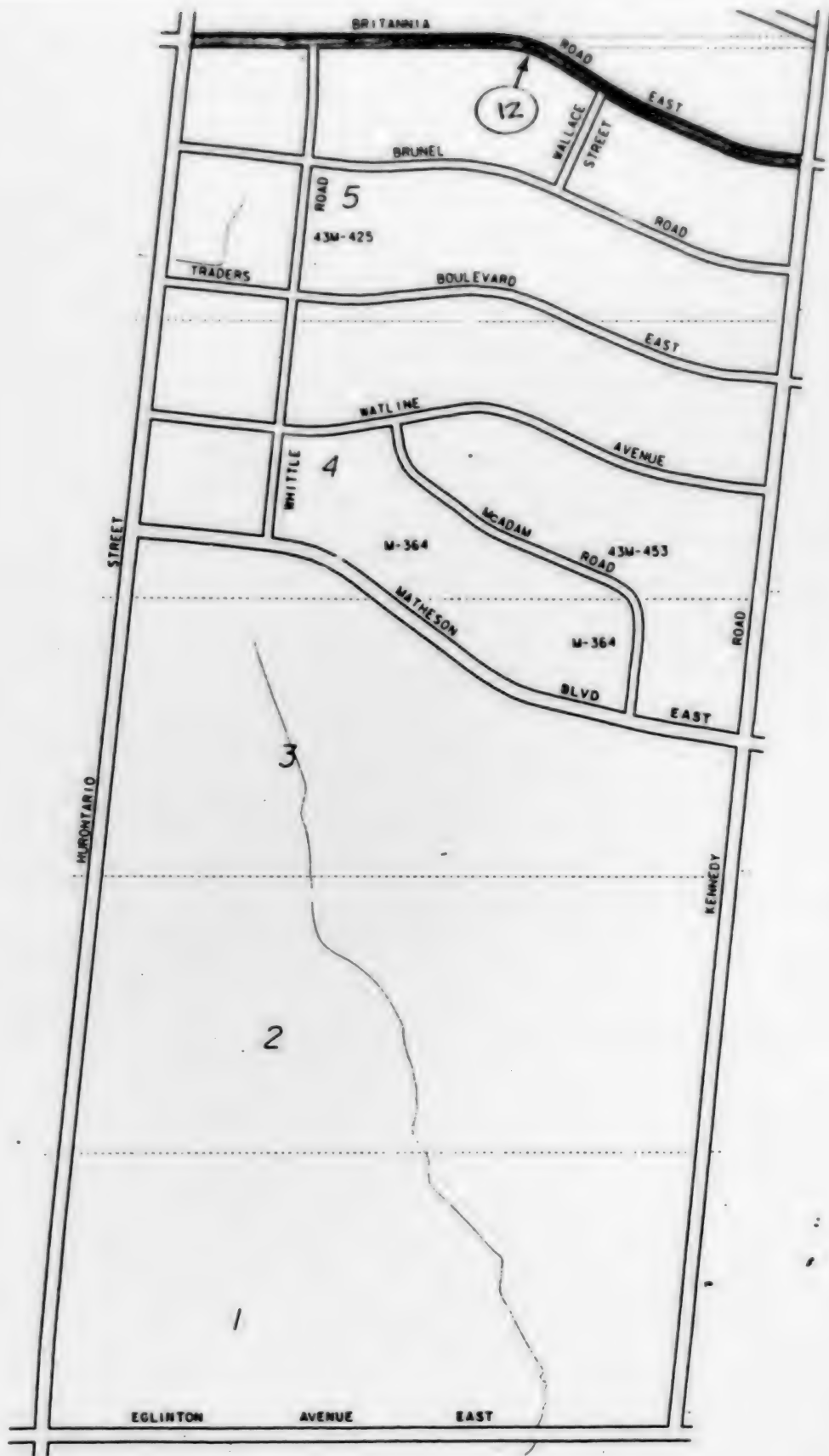


35 W



36E

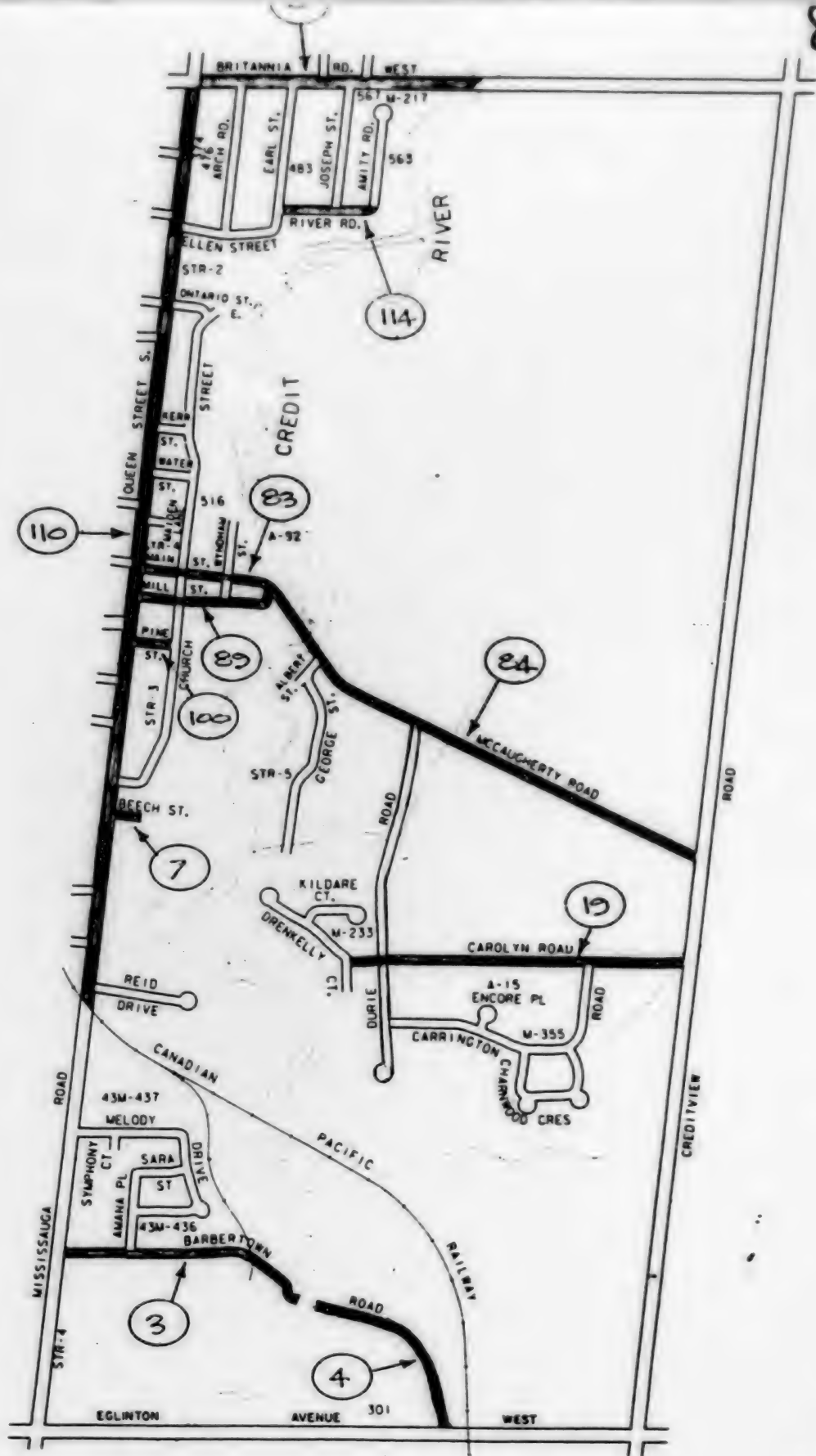
8-42



36W



8-43



38 W

The map displays a residential neighborhood with the following streets and features:

- Streets:** BRITANNIA 363, ROAD W, 43M-458, BELCARD WAY, PAGOSA CT., 43M-445, WARGOOD CT., SHANDWICK PL., WARGOOD PL., SHA, DOWNS, TURNEY, 556, ROY DR., VISTA, DE JONG DR., 513, WAREHAM DR., MALDAVER AVE. 591, 556, MERRYDREN VISTA DRIVE, GAFNEY DR., BOWHAY BLVD., JOYCELYN DR. 530, 916, 128, DONATA DR., MARZIPAN CT., BEEJAY THEODORE DR., RAYSHAW CRES., ISHERWOOD CT., 529, DRIVE ANDREA CT., 542, 415, PIONEER RD., BROOKS DR., DRIVE 346, GIBERRY RD., ONTARIO RD., NULLEDGE ST., JOYMAR 621, BELLEVUE ST., STR-1, CARIBEE STREET, QUEEN STREET, PEARL ST., STR-1, TANNERY, EMBY DR., BRIDGEMAN ST., ST., HAMMOND RD. 891, 477, WORGON AVE., HOPEDALE CT., W-68, WALLET, SONNET CT., CIRCLE, ADVINIA, HILLSIDE DR., 55, 126, 125, 70, 103, 18, 6, THOMAS, MILLS, ERIN, MISSISSAUGA, ROAD STR-4, JAMES ST, OLD STATION ROAD, PRINCESS ST., BARRY AVE., VICTORIA ST., 31, 128, 55, 126, 125, 70, 103, 18, 6.
- Landmarks:** A large area of land is shown as undeveloped or water at the bottom of the map.
- Compass Rose:** Located in the top right corner, indicating North.

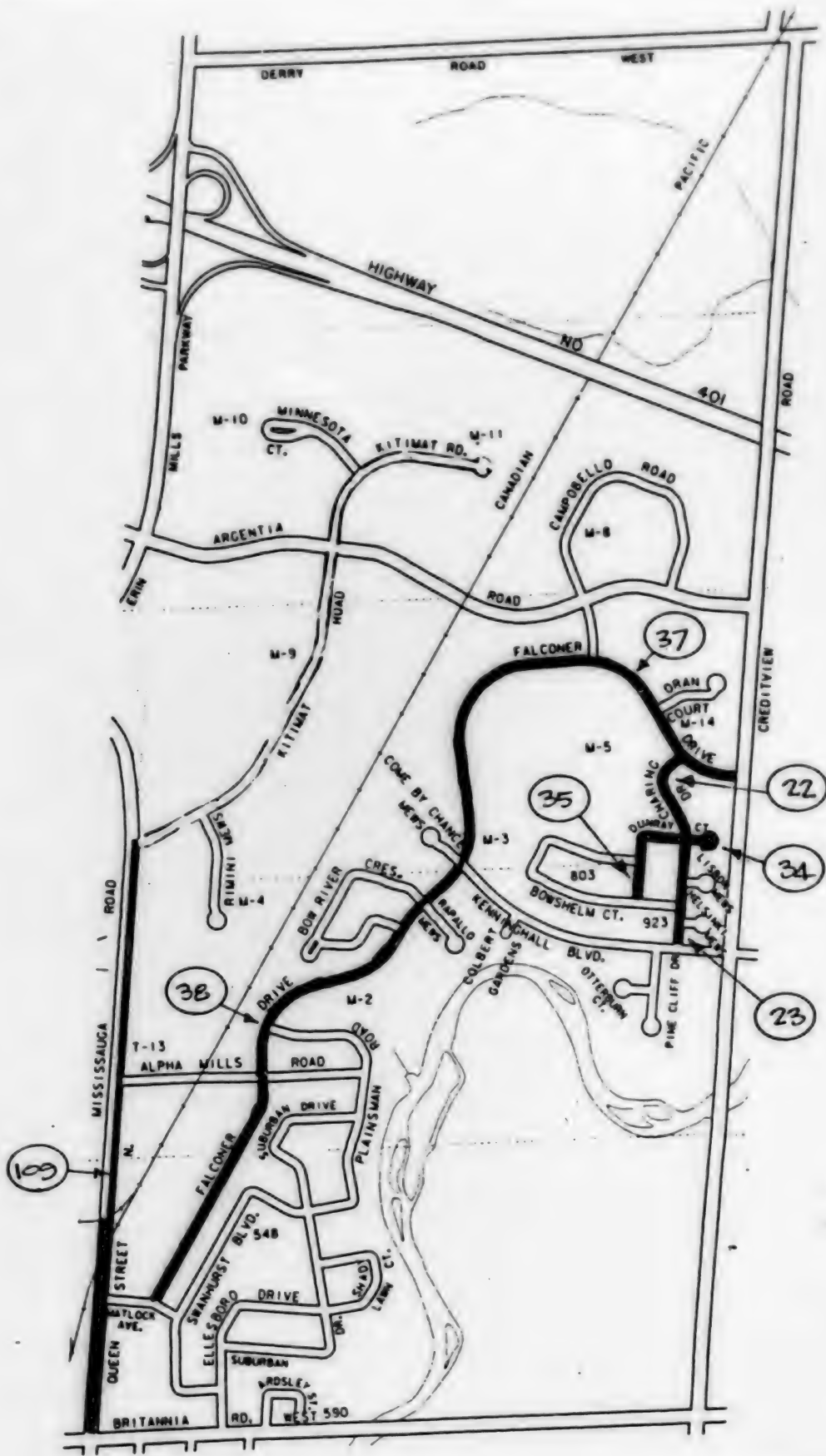
8-45



39W



8-46

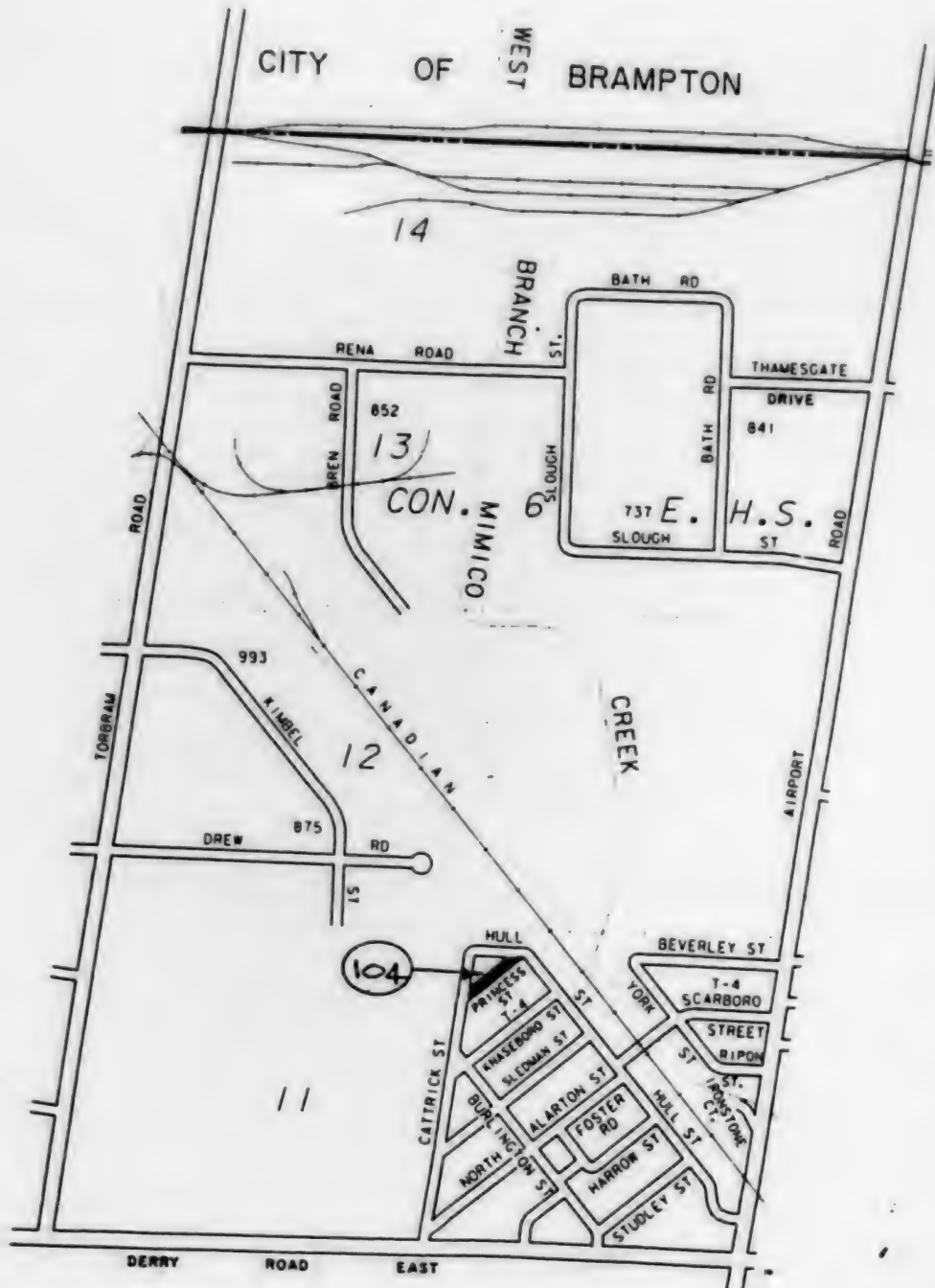


45 W

48 W

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8-48



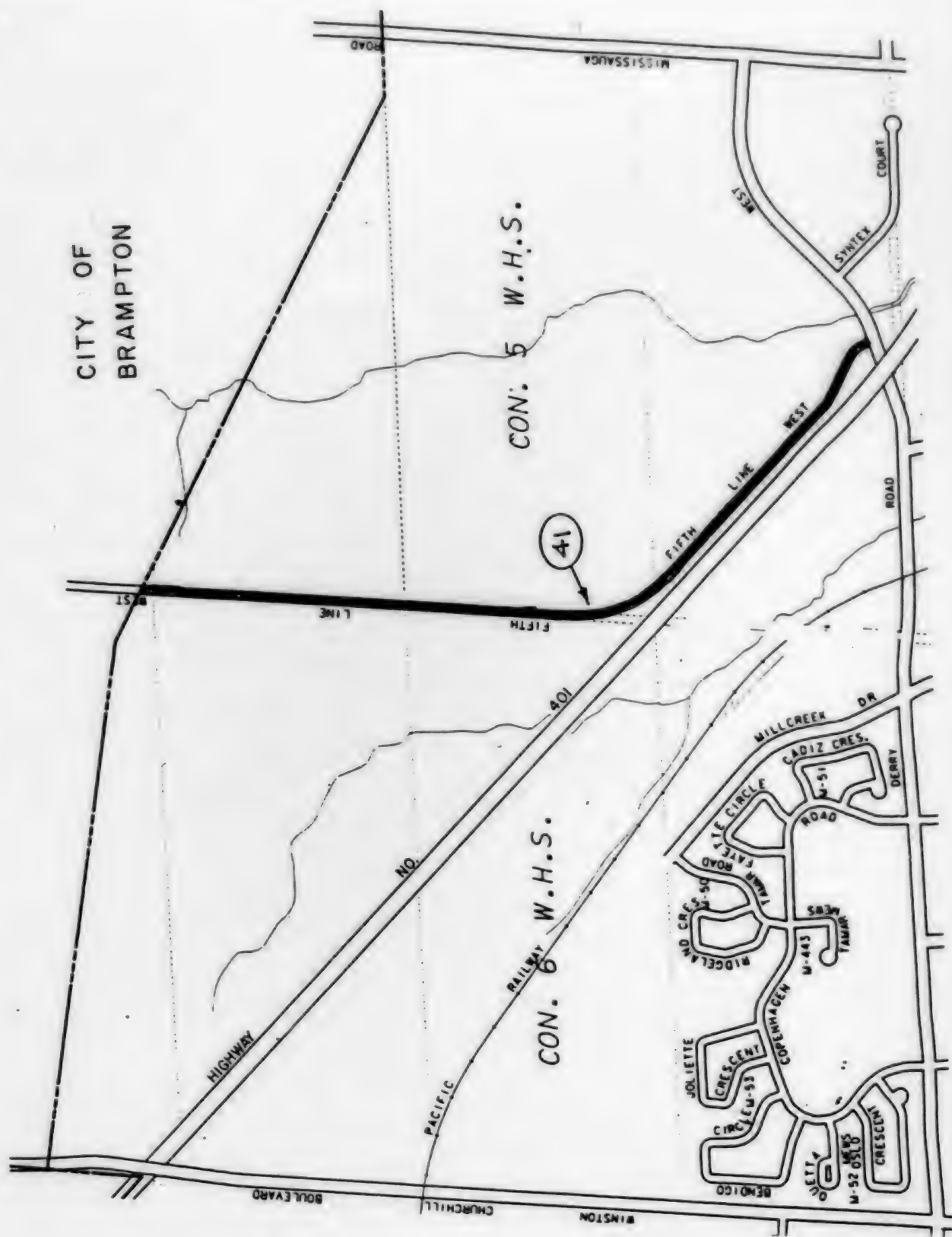


8-49



53 E & W

8.50



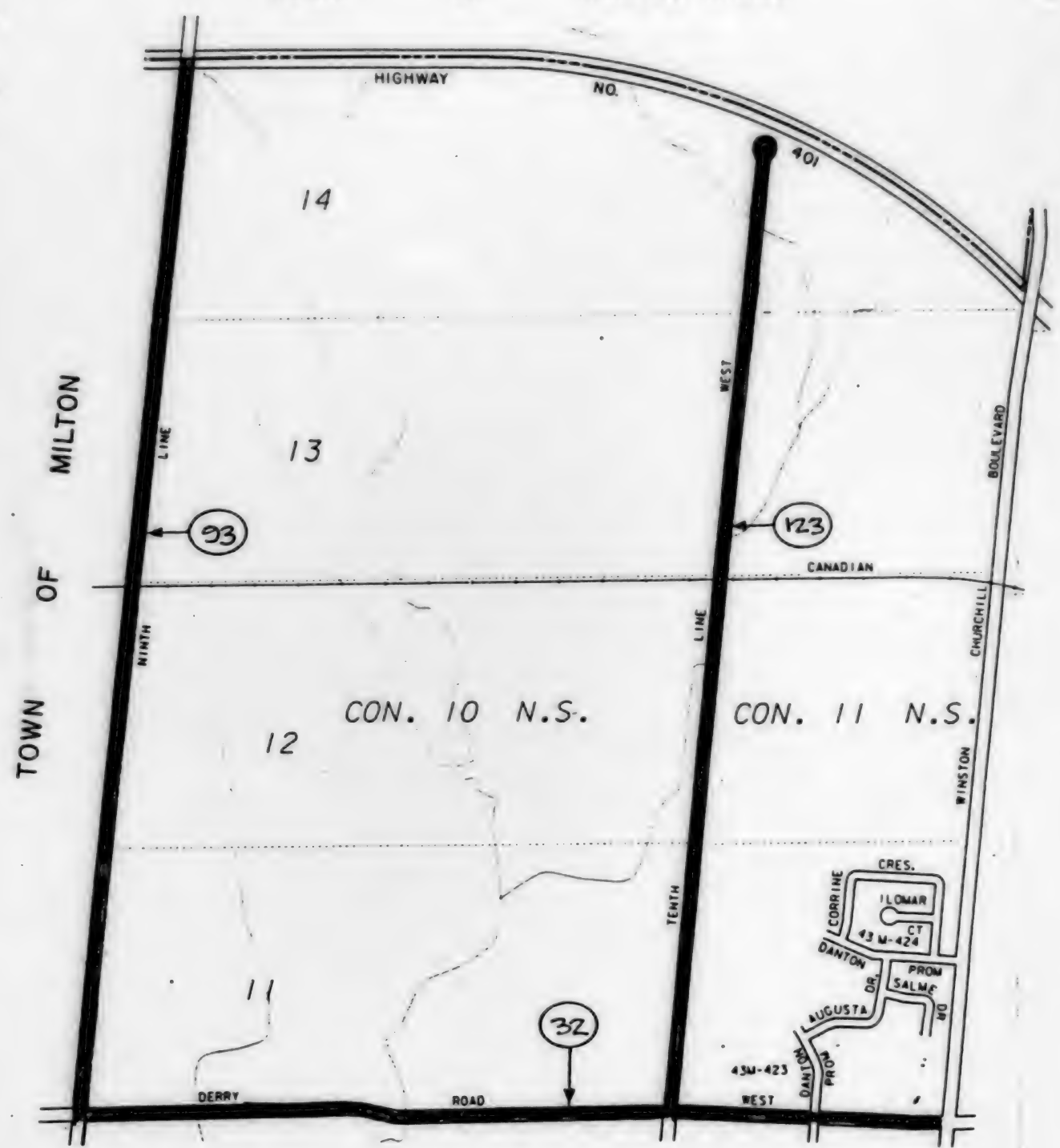
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CON. 6 <sup>1/2</sup> W.H.S.

54 E 8 W.

8-51

TOWN OF HALTON HILLS





**TOWN OF MILTON**

**STREETS:** DERRY ROAD, WEST ROAD, BRITANNIA ROAD, NINTH LINE, TENTH LINE, ELEVENTH LINE, TWELFTH LINE, THIRTEENTH LINE, FOURTEENTH LINE, FIFTEENTH LINE, SIXTEENTH LINE, SEVENTEENTH LINE, EIGHTEENTH LINE, NINETEENTH LINE, TWENTIETH LINE, TWENTY-FIRST LINE, TWENTY-SECOND LINE, TWENTY-THIRD LINE, TWENTY-FOURTH LINE, TWENTY-FIFTH LINE, TWENTY-SIXTH LINE, TWENTY-SEVENTH LINE, TWENTY-EIGHTH LINE, TWENTY-NINTH LINE, THIRTIETH LINE, THIRTY-FIRST LINE, THIRTY-SECOND LINE, THIRTY-THIRD LINE, THIRTY-FOURTH LINE, THIRTY-FIFTH LINE, THIRTY-SIXTH LINE, THIRTY-SEVENTH LINE, THIRTY-EIGHTH LINE, THIRTY-NINTH LINE, FORTIETH LINE, FORTY-FIRST LINE, FORTY-SECOND LINE, FORTY-THIRD LINE, FORTY-FOURTH LINE, FORTY-FIFTH LINE, FORTY-SIXTH LINE, FORTY-SEVENTH LINE, FORTY-EIGHTH LINE, FORTY-NINTH LINE, FIFTIETH LINE, FIFTY-FIRST LINE, FIFTY-SECOND LINE, FIFTY-THIRD LINE, FIFTY-FOURTH LINE, FIFTY-FIFTH LINE, FIFTY-SIXTH LINE, FIFTY-SEVENTH LINE, FIFTY-EIGHTH LINE, FIFTY-NINTH LINE, SIXTIETH LINE, SIXTY-FIRST LINE, SIXTY-SECOND LINE, SIXTY-THIRD LINE, SIXTY-FOURTH LINE, SIXTY-FIFTH LINE, SIXTY-SIXTH LINE, SIXTY-SEVENTH LINE, SIXTY-EIGHTH LINE, SIXTY-NINTH LINE, SEVENTIETH LINE, SEVENTY-FIRST LINE, SEVENTY-SECOND LINE, SEVENTY-THIRD LINE, SEVENTY-FOURTH LINE, SEVENTY-FIFTH LINE, SEVENTY-SIXTH LINE, SEVENTY-SEVENTH LINE, SEVENTY-EIGHTH LINE, SEVENTY-NINTH LINE, EIGHTIETH LINE, EIGHTY-FIRST LINE, EIGHTY-SECOND LINE, EIGHTY-THIRD LINE, EIGHTY-FOURTH LINE, EIGHTY-FIFTH LINE, EIGHTY-SIXTH LINE, EIGHTY-SEVENTH LINE, EIGHTY-EIGHTH LINE, EIGHTY-NINTH LINE, NINETYETH LINE, NINETY-FIRST LINE, NINETY-SECOND LINE, NINETY-THIRD LINE, NINETY-FOURTH LINE, NINETY-FIFTH LINE, NINETY-SIXTH LINE, NINETY-SEVENTH LINE, NINETY-EIGHTH LINE, NINETY-NINTH LINE, HUNDRETH LINE.

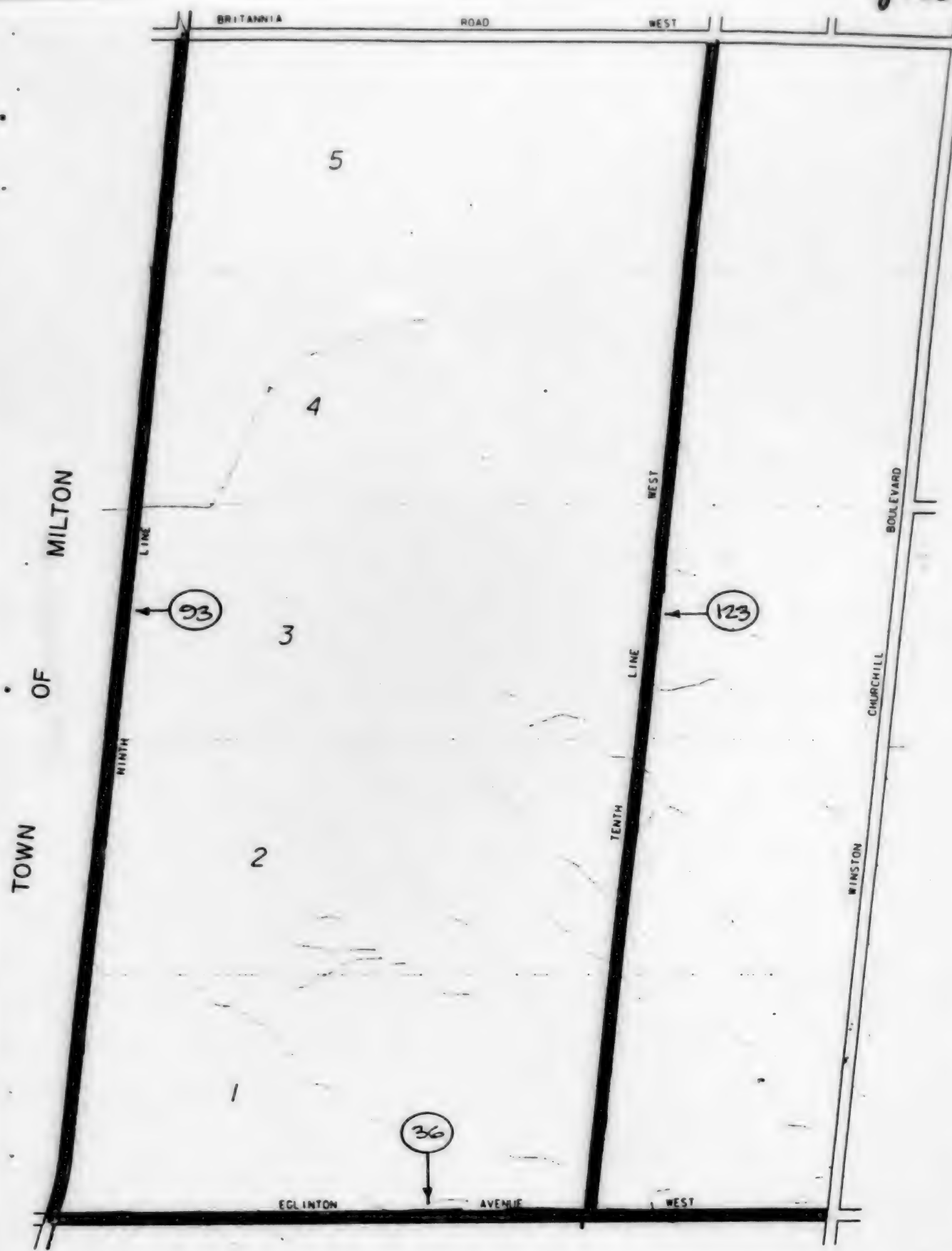
**LANDMARKS:** 32, 10, 9, 8, 7, 6, 14, 93, 123.

**RESIDENTIAL STREETS:** CONINGLY CRES. W-409, MILLIS CT., HICKLING CRES. W-408, PLUM TREE CRES., HICKLING PLUM TREE CT., OLYMPUS MEWS, DOLIDGE CT., W-407, BRACKNELL CRES., STEVENAGE CT. W-406, HARLOW RD., AQUITAINE RD., COLLISIA CT., EDENWOOD CT., RUNCORN RD., ALFRESCO M-405, TERRACE SPRING CRES., BATTLEFORD CRES., ARNETT CT., M-386, PATRICK CRES., M-385, TISLER CRES., CANTOLON CRES., GATE CHAMBERLAIN M-384, MCCARRON CRES., TOURS, LIVERY CT., SARACEN CT., KILBRIDE CT., OKA ROAD, KEYNES CRESCENT, ANDERSON CT. W-347, EDENWOOD DRIVE, FULBERTON CRES., ANDERSON CRESCENT.

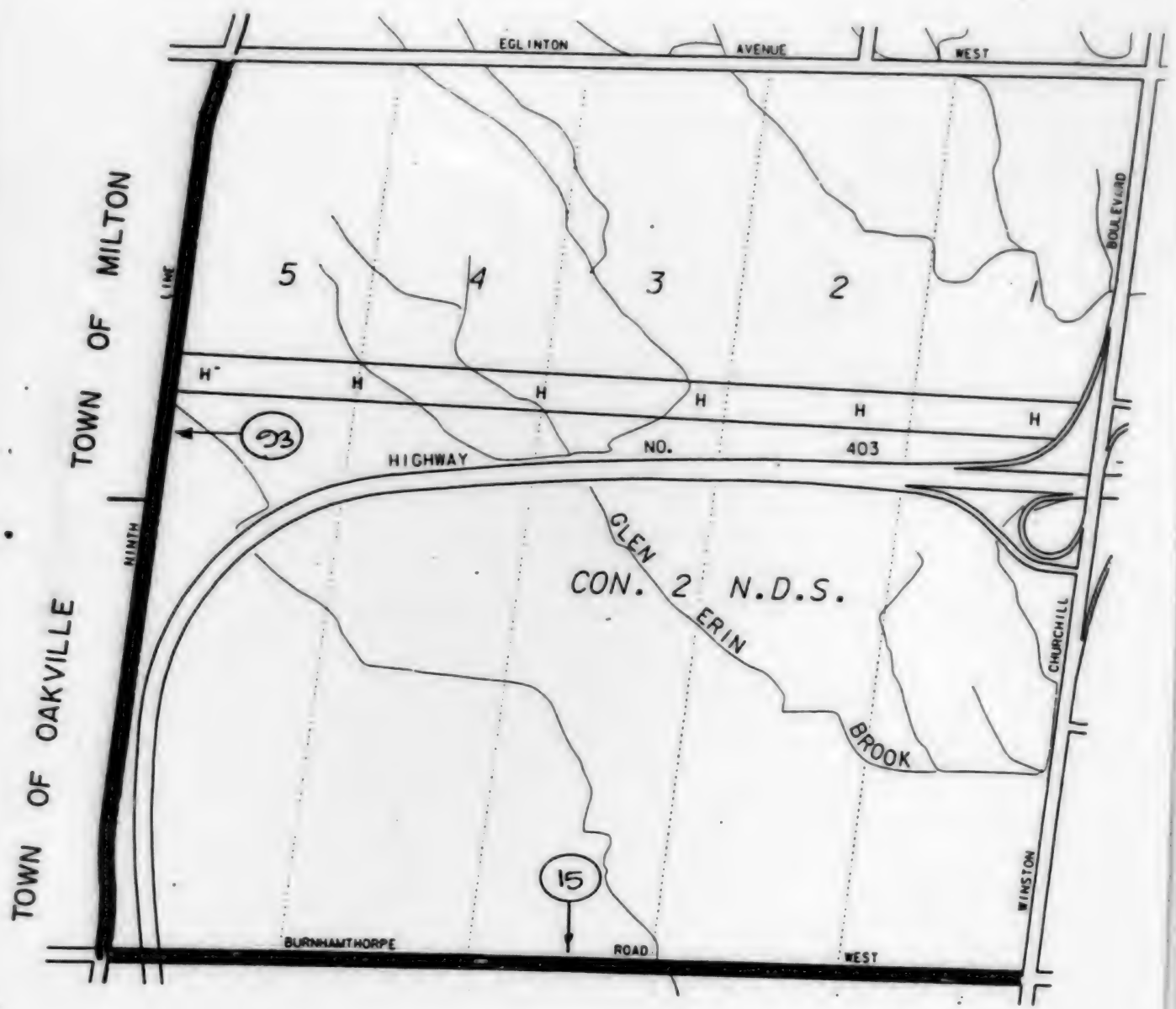
**Other Labels:** WEST, WEST LINE, TENTH LINE, SWITZER, GROVE COLEBROOK CT., COLEBROOK CRES., BARTHOLOMEW CRES., MARTEL CT., EDENWOOD DR., WINSTON CHURCHILL AVE., BOULEVARD.

**Scale:** 0 to 1000 FEET, 0 to 1 MILE.

8-53

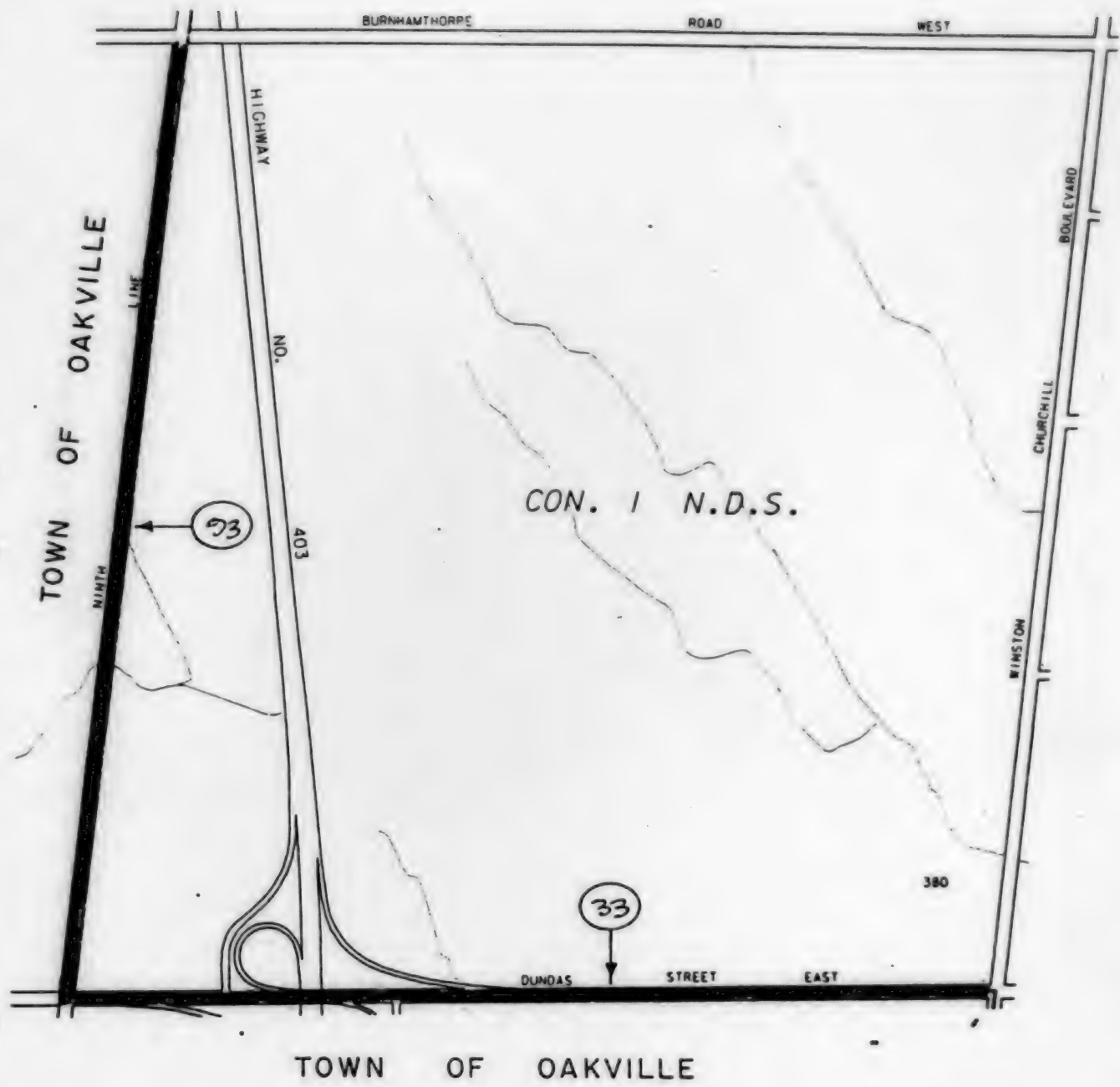


8-54





8-55





# City of Mississauga

## MEMORANDUM

FILES: 11 141 00039  
11 121 00024

To Chairman and Members of the **RECEIVED** From William P. Taylor, P. Eng.  
Public Works Committee STRY No. 6819 Dept. Engineering and Works  
Dept. \_\_\_\_\_

DATE **AUG 2 1984**

FILE No. E-04-02-01-21 July 31, 1984

FILE No. F-06-01

COMMENTS DEPARTMENT

P. W. DATE **AUG 8. 1984**

### SUBJECT:

Re parking lot on the Bird property on the north side of Burnhamthorpe Road and the Credit River.

### ORIGIN:

General Committee 1983.

### COMMENTS:

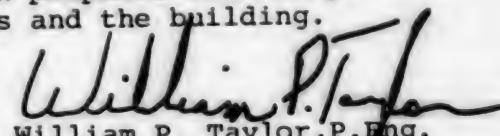
In 1983 we submitted a report to Public Works Committee with respect to the parking problems created south of Burnhamthorpe Road on Burnbrae Drive and Otis Avenue by the salmon fishermen. In an attempt to find alternative parking area it was recommended by the Public Works Committee that a parking lot be constructed on the former Bird property now owned by the City and under the control of the Recreation and Parks Department.

This will advise Committee that the Commissioner of Recreation and Parks has placed this parking lot in the 1984 budget but has encountered considerable resistance from the adjacent property owners with respect to construction of same. He has, therefore, suggested that the emplacement of a parking lot on the Bird property be deferred at this time until he has completed a Master Plan for the use of the Bird property, including the house, and until the Erindale Park is completed at Dundas Street, which will provide a great deal of parking to accommodate fishermen by the Fall of 1984.

### RECOMMENDATION:

That the Ward Councillor be requested to contact people on Burnbrae Drive and Otis Avenue and advise them that additional parking will be available in Erindale Park in the Fall of 1984 to accommodate salmon fishermen, and that additional parking can not be made available on the Bird property until a Master Plan has been prepared with respect to the use of these lands and the building.

WPT.mh c.c. E.M.Halliday  
I.W.Scott

  
William P. Taylor, P. Eng.  
Commissioner.



# City of Mississauga

10-1

## MEMORANDUM

FILES: 14 111 00001  
11 141 00039

To Mayor and Members of

Dept. Public Works Committee

From W. P. Taylor / L. W. Stewart

Dept. Engineering / Legal

DATE JUL 24 1984

TIME A 00:02:01

CITY OF MISSISSAUGA

P. W. DATE Aug 8. 1984

July 23, 1984

### SUBJECT:

Preservicing of Plans of Subdivision.

### ORIGIN:

Engineering and Works Department and Legal Department.

### COMMENTS:

Currently, the City's policy for preservicing indicates that preservicing may be approved once Council has passed the rezoning by-law for the concerned plan of subdivision.

We have noted that this would permit underground servicing to commence, at the developer's risk, prior to the end of the 35 day appeal period for the concerned zoning by-law. Noting this, we find that it would be prudent to defer commencement of preservicing until:

- (a) the Clerk's office can certify that the appeal period for the concerned rezoning by-law has ended without objections

OR

- (b) the Ontario Municipal Board has granted approval to the rezoning by-law

By implementing this, we feel that the City would be protected from potential claims for delays and possible damages by the developer, contractors, suppliers, etc.

### RECOMMENDATION:

That the City's preservicing policy for plans of subdivision be amended to indicate that no preservicing is to commence until:

- (a) the Clerk's office can certify that the appeal period for the concerned rezoning by-law has ended without objections

OR

.../...

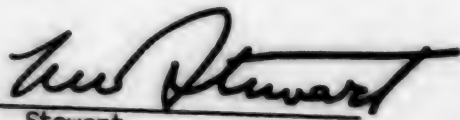


10-2

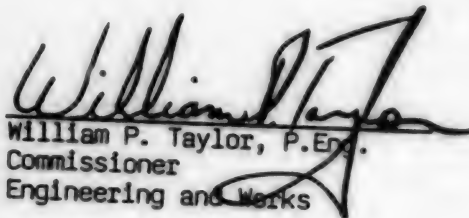
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RECOMMENDATION: (cont'd.)

(b) the Ontario Municipal Board has granted approval to the rezoning by-law



L. W. Stewart  
City Solicitor



William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

  
46E/7E

cc: E. M. Halliday  
R. G. B. Edmunds  
K. O'Neill  
I. W. Scott  
R. B. Osborne  
O. P. Termini  
W. J. Anderson, P.Eng. - Region of Peel



# City of Mississauga

## MEMORANDUM

FILES: 13 211 00007  
13 211 00010  
13 211 00201  
11 141 00039

11-1

To Chairman and Members of

Dept. Public Works Committee

RECEIVED

From William P. Taylor, P. Eng.

Dept. Engineering and Works

Project No 6850

DATE AUG 3 1984

F-02-01

No F060405

August 2, 1984

CLERK'S DEPARTMENT

P. W. DATE AUG 8 1984

### SUBJECT:

Rippled pavement on City Streets.

### ORIGIN:

Engineering and Works Department - Request for Report 163/82.

### COMMENTS:

We have been experimenting with rippled pavement speed bumps, etc. on Mineola Road East, Indian Road and Pinewood Trail. In our opinion the work that has been done to date is very poor and not up to the standard we had hoped to achieve for this type of work.

There is a rippled type pavement which has been used in a nearby City which has, we believe, worked very satisfactorily and has stood up for approximately 5 years. The principle behind this pavement is to place a series of raised asphalt strips approximately 3"-4" wide on the existing pavement for the width of a traffic lane. There would be approximately 8-10 in a section. It is usual to have about 3 of these sections prior to an intersection in order to slow down vehicles approaching the intersection. It would be our proposal to have this type of work done on the three streets mentioned above - Mineola Road East, Indian Road and Pinewood Trail - in place of the work which has been done to date, as we believe the existing work is entirely unsatisfactory.

### RECOMMENDATION:

That rippled pavement be placed on Mineola Road East, Indian Road and Pinewood Trail, as outlined in the report of the Commissioner of Engineering and Works dated August 2, 1984, prior to August 31, 1984, in place of the existing measures which have been employed on these streets.

*William P. Taylor*  
William P. Taylor, P. Eng.  
Commissioner

WPT.mh  
c.c. E. M. Halliday



# 12-1 **'Future thinking' needed to push recycling . . .**

When Ald. Marlene Catterall of the City of Ottawa spoke at the first annual meeting of the 'North American Recycling 84' held in Toronto, she struck a responsive chord in the hearts of most delegates attending the event.

"When I was a kid, recycling wasn't something we thought about and talked about. It was something we did," she said. "It wasn't a question of being 'environmentally conscious,' or concerned about the cost of the landfill or depleting resources. It was a simple question of economics."

Ald. Catterall, who is a director of the Federation of Canadian Municipalities and president of the Association of Municipalities of Ontario, reminded her audience of how it used to be: clothes handed down until they became dusters; 'squirrel' drawers with pieces of string, paper, safety pins, et al; wooden 6-quart fruit baskets; round Quaker Oats cartons; glass jars kept for preserves.

"The economy made us recyclers then," she said, "and it was economics in the Seventies which both created the need for recycling—and still dictates the stop-and-go lurching progress we are engaged in in many municipalities."

Ald. Catterall said society could afford such 'luxuries' as convenience packaging, including "styrofoam and plastic around every piece of meat we buy . . . the metal beverage cans that litter our waterways and deplete our resources . . . the reams of paper that stream off photocopiers.

"But," she asked, "can we afford the chemical that washes from a high tech plant and knocks out the bacteriological system of a sewage treatment plant downstream, leaving raw sewage pouring into the Ottawa River? Can we afford the methane control problem that surfaces years later as a half-million-dollar pumping and venting system from just one of 14 old dump sites in a city? Can we afford to burn our gar-

## A good cost-accounting by municipalities of current practices urged as a first step

bage with its attendant pollution, community impact, costs of transportation, waste of resources?

"In fact, can we afford to separate, collect, transport, reprocess, reuse and recycle? Can we afford *not* to?"

The answer, according to Alderman Catterall, is that we do not know in any kind of comprehensive way—although we do know that economics drives decisions on start-and-stop recycling programs—as when the price of newsprint drops or there is no market at any price.

More must be learned about the real costs of what is currently being done in waste disposal, she said. An example was the all-in cost of landfilling, the increasing cost of setting aside land for garbage and keeping it out of any other economic use for decades, the cost of collecting and transporting increasing volumes of garbage to ever-more-distant sites.

"It's been very easy not to look at those all-in costs, with regions and in some cases counties disposing of garbage and recouping costs through dumping fees, and the local municipality responsible for collecting and transporting.

"So a good cost-accounting by municipalities of our current practices in waste management is a necessary first step to the realistic assessment of alternatives."

The question of jobs must be examined in any economic analysis of reduction, reuse or recycling, said Catterall. During a tour of Scandinavian cities which were producing energy from waste, she saw an ultra-mechanized plant in Copenhagen where garbage was automatically

handled from the time it dropped from the trucks until it was ash, she said. "The only jobs in the entire plant were to keep the automatic equipment functioning . . . not one job directly involved in the processing of the garbage from the time it hit the ramp door. Think of it! . . . a few dozen jobs processing all that waste from a metropolitan population of over one million."

Alderman Catterall said 'future thinking' was needed, e.g. what are new uses for old materials? How will production of waste change? And will computer terminals, in fact, make newspapers and written correspondence obsolete? Better predictability of sources of supply, markets and methods is a necessity if recycling is to be a stable, reliable part of waste management, she said.

If an interest in recycling on the part of the public is to be mobilized, she said, it might be a good idea to put collection bins on buses that bring commuters to work areas every day . . . one for cans, one for glass, one for paper. Alderman Catterall wondered, too, if recycling depots at the place of work weren't more sensible than the bin in the kitchen. "Can the recycle sack match the executive briefcase and the squash bag as status symbols?" she asked.

In the matter of objectives, Alderman Catterall said one is the wish by municipalities to reduce the ever-increasing costs of handling garbage. It's like snow removal in that it costs millions and doesn't produce any benefits, she said. "But . . . this is a secondary consideration and cost savings have become a justification for much more important objectives. Increasingly, municipalities have recognized a significant role well beyond the provision of basic services. Increasingly we have accepted the far-reaching effects our actions or lack of action have on the environment of our citizens, and our responsibilities in ensuring the wise use of resources." ■



## **'We have a long way to go'—Caccia**

Federal Minister of the Environment Charles Caccia told the recycling conference that each urban dweller in Canada produces more than 525 kg of waste each year which, he said, "makes us more wasteful than everyone except the Americans who produce more than 702 kg each."

What worried the minister was not so much the volume of waste generated in Canada (752 million metric tonnes of industrial, municipal and other garbage every year) but the country's inability to manage its wastes better. Such countries as West Germany, Denmark, The Netherlands and the U.K. "do a much better job of turning waste into resources, either into usable energy or into other products," he said.

To overcome a major barrier to recycling in Canada—the lack of information on available waste—Caccia's department is assembling information on eight major waste streams: paper, glass, ferrous and non-ferrous metals, plastic, waste oil, rubber and hazardous substances.

Each of these streams would be quantified locally, regionally, nationally and internationally, he said.

Caccia was disappointed over the amount of public acceptance of the recycling ethic. "It's a disgrace to notice how few have adopted the national recycling symbol," he said. Environment Canada had planned a number of education and awareness projects, he revealed, "but we would be fooling ourselves if we thought that Canada is ready to accept recycling as an integral part of everyday life . . . we have a long way to go."

To speed up the process his department is studying the feasibility of establishing a national recycling council to focus national attention on the issue. This would identify needs at the national level, zero in on available options and "recommend ways and means of getting rid of the bottlenecks that plague this business," he said.

Along with the council, Caccia said, he proposed the establishment of task forces to bring together all the

key players in the five regions of Canada. He hoped that the task forces would provide a catalyst for action and a forum for the co-operation essential "if we are to get recycling truly off the ground in this country."

Environment Canada would publish later this year a 'recycling road map,' said Caccia. This would list where and how to 'plug in' to government services. Yet the problem is not with the public, he said, since polls indicate that Canadians want a clean environment and will participate in recycling activities.

Answers must be found to such basic questions as: how to put the market forces behind recycling; how to design and develop systems for each commodity how to place an effective transportation policy.

"Recycling has to rely on systems that involve the public and that allow the operator to make a profit," Caccia said. "That is the key." His hope was that the proposed regional task forces would help design and develop such systems, he said. ■

## **The barriers to waste recycling**

In a recent study of waste reduction opportunities conducted for the Ontario Waste Management Corporation, there were four major conclusions according to Dr. Donald Chant, chairman of OWMC. These were:

(1) Most large industries in Ontario are already managing significant waste abatement, reduction, reuse and recycling programs. "These companies have in-house expertise, a lot larger waste streams and available capital," said Dr. Chant. "Understandably, this is a cost-saving program for these companies. A number of companies in the metal parts industry in particular have purchased filtration systems to recover oil for reuse from oily water emulsions."

(2) There's a well established recycling industry in Ontario for solvents, waste oils, oily water and pickling acids. Estimates are that more than 10% is recycled.

(3) Some small and medium-sized plants have waste problems and would welcome help in establishing procedures for solving these problems.

(4) OWMC has been encouraged to assume the role of a catalyst by distributing information, assisting wherever appropriate to solve processing problems, helping in the exchange of waste, and examining those factors that seem to be preventing more reduction, reuse and recycling.

Some of the barriers to increasing waste recycling, according to Dr. Chant, are:

- costs of implementing and operating waste reduction and recycling systems can be high and beyond the reach of many small businesses;

- information on reduction, reuse and recycling is difficult to obtain, according to many industry representatives;

- uncertainty about regulations. There's a feeling that there has been inequitable regulatory enforcement across municipal boundaries, in particular in Ontario.

- many operators cite a lack of readily available technical service to

assist in training staff, researching and developing alternative processes;

- there may be tax disincentives that are inadvertently discouraging more recycling. For example, the tax on virgin oil is lower than the tax on recycled oil. "That, to me, just doesn't make any sense at all, from an energy conservation as well as a waste management point of view," said Dr. Chant.

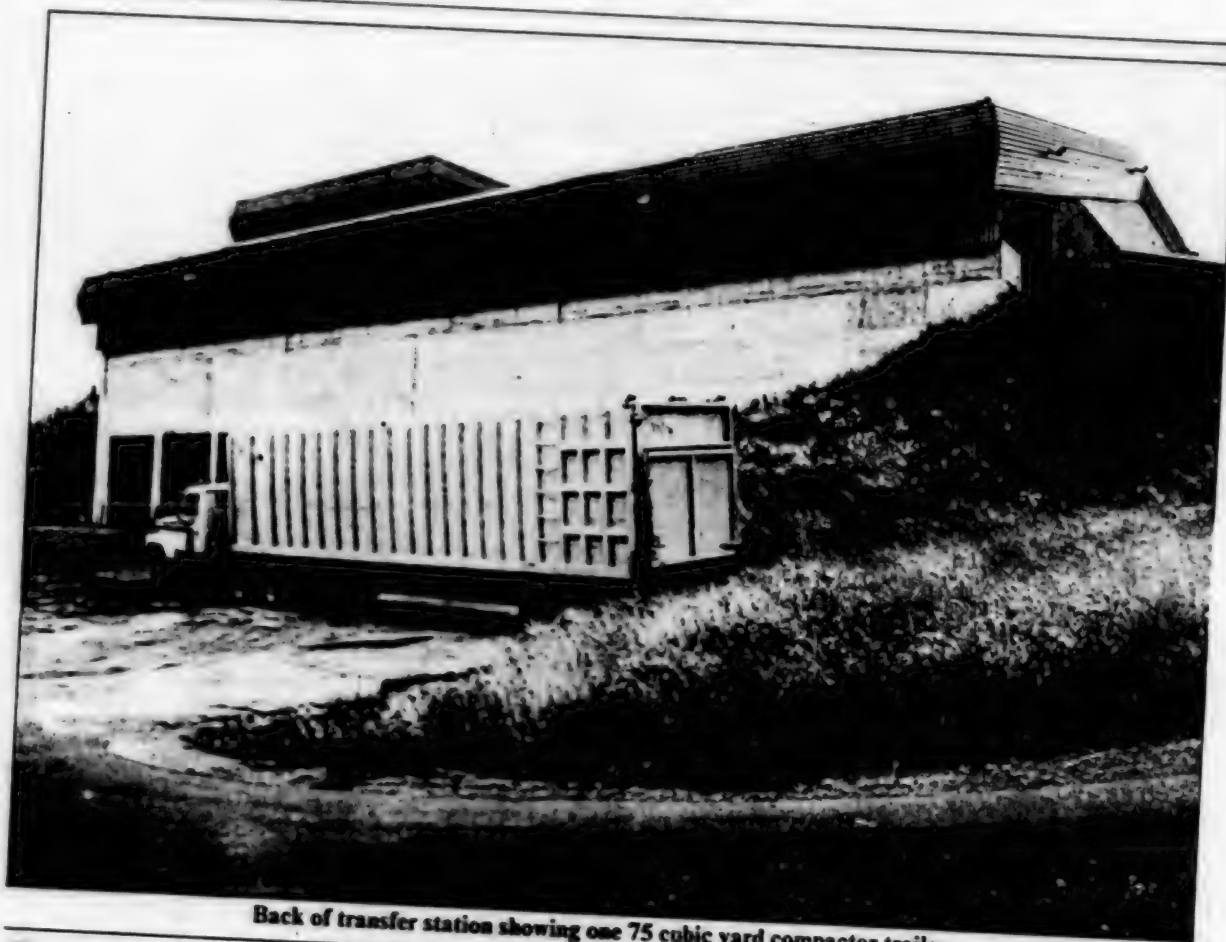
OWMC has recently taken two steps as a result of studies conducted over the past two years, according to Dr. Chant. It has appointed a manager of waste reduction to develop and implement specific and practical programs "in close consultation with waste generators and with the recycling industry." OWMC has also established the Ontario Waste Exchange Program as a joint project with the Ontario Research Foundation which will manage the project. This will identify opportunities for more reuse, exchange or recycling of industrial wastes, Dr. Chant said. ■

12-3

## WASTE MANAGEMENT

# Halifax sets landfill trend in Nova Scotia

by R.C. MacKenzie



Back of transfer station showing one 75 cubic yard compactor trailer

**S**ome days you have no choice but to take things on faith. Like believing the Solid Waste Transfer Station in Halifax overlooks the harbor even though you cannot find the station or the harbor, thanks to a pea soup fog.

But the damp conditions served a useful purpose in reminding one that this area of Canada is second only to the British Columbia coast in the amount of liquid sunshine it receives. And that leads us to the reasons why Halifax uses a transfer station.

Near where the transfer station now stands, a harborside dump once existed which continually oozed its

contents into the water. For a few years an incinerator operated next door but it, too, is gone.

Partly due to the pressures of a growing city in search of land for housing and commercial developments and partly because a good deal of the area is exposed bedrock, wastes produced in the city are no longer buried there. Instead they are hauled 20 miles to the Highway 101 Regional Landfill because that's where the nearest available site is that can accommodate wastes from a quarter million people without leachates threatening a water course.

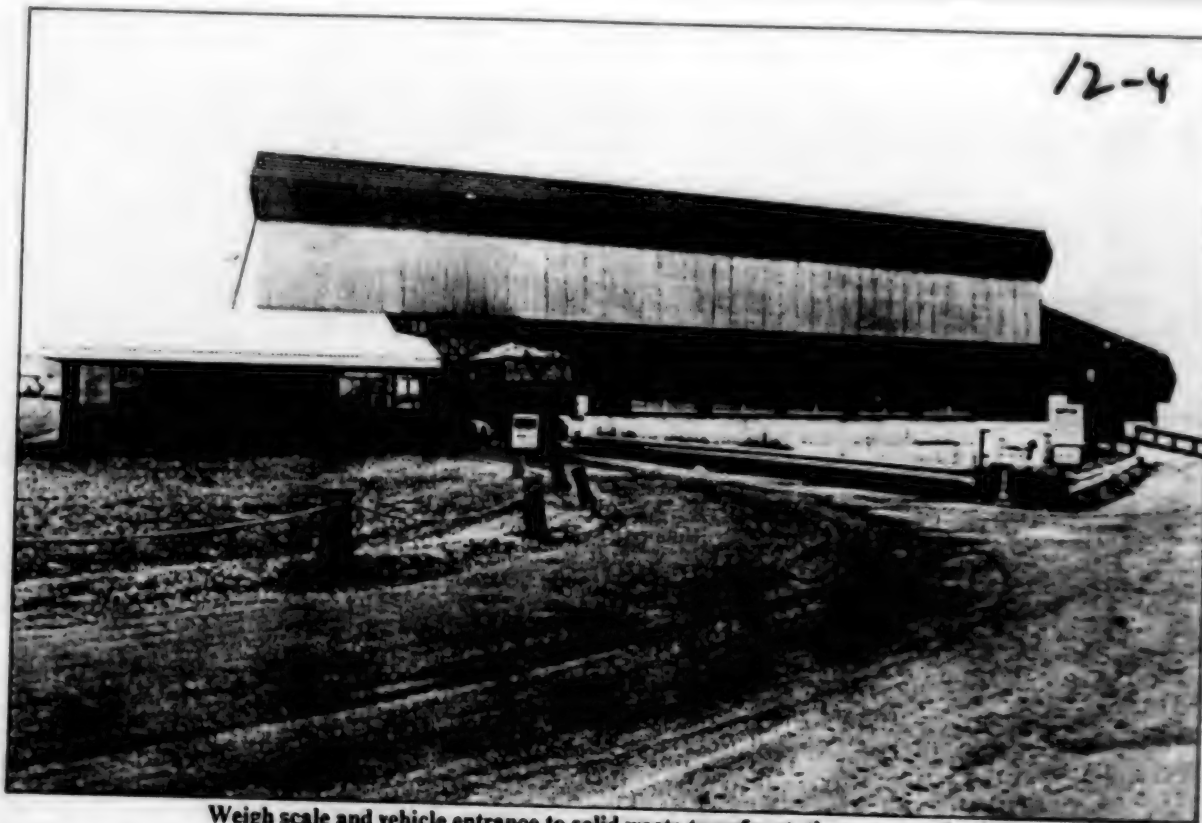
To reduce the costs of hauling

wastes the equivalent of a 40 mile round trip, a \$1.3 million transfer station was built in 1975 adjacent to the city's incinerator. In March 1983 the incinerator was dismantled.

The station and the regional landfill are operated by the Halifax-Dartmouth-County of Halifax Metropolitan Authority, Metro for short. Wastes from Halifax, Dartmouth and some areas of the county pass through the station enroute to the landfill but garbage generated in places closer to the landfill is hauled there directly.

The 22,000 square foot station is built on two levels. Garbage trucks





Weigh scale and vehicle entrance to solid waste transfer station on upper level

and individuals who bring in the odd truck load or so enter on the upper level and pass over a weigh scale. Loads are dumped into a large receiving pit wherein lives a tracked dozer that spends its days pushing wastes from the pit into the receiving hoppers of three Heil stationary compactors. Each compactor can scrunch 1,000 cubic yards of refuse per hour by ramming the stuff into 75 cubic yard compactor trailers.

"We can handle 800 tons per day," said Rene MacEachern, Metro's Manager of Solid Waste Management Systems, "but we're averaging closer to 700. On some days, though, we put through 1,200 tons and we seem to be handling 2% more per year. For the first half of 1983, we were up 5% over 1982 so it's hard to believe the recession is affecting waste production."

Everything that is dumped at the station as well as at the landfill is weighed so MacEachern knows they handled 296,000 tons at both places in 1982 for a total cost of \$2.37 million or about \$8.00 per ton. Costs to operate the transfer station and haulage to the landfill are thought to be about 1/3 of the total system cost.

Thirteen compactor trailers make

the run from transfer station to landfill. Another trailer is permanently parked at the landfill, outside the weigh scale area. A portion of one side of the trailer has been cut away to allow people to discard wastes inside the trailer rather than drive to the active area of the landfill. This keeps public usage of the landfill to a minimum and means on-site roads need not be well maintained.

However, people who bring in bulky wastes like tree stumps or junk cars are permitted to take them to the active area.

On Saturdays a total of three trailers are parked at the landfill to handle the influx of rural wastes. In fact, all three are usually filled and ready to be hauled into the landfill by noon hour.

The landfill is open five days a week plus Saturday morning whereas the transfer station is open seven days a week. From Monday to Friday, the station's open hours are 7 a.m. to 10 p.m. On Saturdays it's 8 to 8 and on Sundays 12 to 8.

The two operations are manned by a staff of 29 plus three management personnel. Seven are employed at the landfill while the transfer operation includes 10 truck drivers and 12 people at the station itself.

"We operate the station with only one shift," said MacEachern. "Our guys start at 7 a.m. and they go until we're finished. One of them comes in at 2 p.m. and stays until 10 to clean up the station and make sure people aren't scavenging."

Transfer trailer drivers stop hauling wastes to the landfill at 4 p.m. Garbage trucks usually don't arrive at the station after 5 p.m., making the extended evening hours a convenience primarily for the public.

MacEachern's philosophy about waste management is instructive, particularly as it relates to those decision makers who would rather do nothing about garbage in hopes it will take care of itself.

"When anybody comes through the station—and we get lots of people in here at nights and on weekends, whole families—I like to stress the point with them that this is an industry we're running. People shouldn't be scared of it or shy away from it. We contribute \$2.4 million a year to the economy, most of it in goods and services."

"But people have a bad opinion of garbage. They feel this place must be crawling with rats and yet they see for themselves that's not true."

"I think the public opposition we





Tracked loader pushes wastes from receiving pit into stationary compactors



Trailer parked at regional landfill allows people to discard wastes there rather than going to active area of landfill

had when we tried to establish the landfill served a useful purpose because everyone's trying now to do a good job. But people whose vocabulary is limited to the word "no" are doing a great disservice to the entire environmental protection field. When they say "no" to progress we're unable to know who's generating what wastes or where they are

going. When they say "yes" we can watch it and control it."

MacEachern knows negative attitudes may soon be evident again because the present landfill has perhaps four years of lifetime left in it.

Presently some filled areas are 60 feet deep and have been producing leachate for the past two years. Consultants have been retained to design

a leachate treatment system. Until one is put into operation, leachate is being withdrawn from a holding pond and recirculated through the landfill.

End plans have not been developed for the 350 acre site. Metro is responsible for placing about three feet of cover soil over the landfilled area and seeding it with grass but so far no one knows that will happen after that.

One long term option for waste handling may be energy generation from refuse.

A study funded by the Nova Scotia Department of Mines and Energy and conducted by H.J. Porter and Associates Ltd. looked at areas of the province generating at least 50 tons per day of waste and possessing customers for the steam that could be generated. The report found that refuse fired energy plants could be economically viable in Pictou County, Kings County and the Halifax-Dartmouth area although without some form of subsidy they might operate at a loss for the first four or five years.

The Porter report recommended that so-called "energy parks," where steam users could be grouped around refuse fired energy plants, be considered whenever industrial parks are being planned.

It was noted that a two to five year lead time is necessary to get an energy-from-waste plant up and running. For it to be viable, steam customers are needed whose year round requirements for steam exceed the capability of the refuse fired energy plant to produce it.

Although waste generation in the Halifax area is said to be about 500 tons per day, the Porter study was unable to identify a single steam user large enough to use the output from a 500 ton per day plant.

In the meantime, the Nova Scotia Department of the Environment has assisted municipalities in establishing 12 regional landfills, three of which use some form of incineration.

Through the department's Solid Waste Management Study Program, 50% of the cost of feasibility studies is advanced by the provincial government and the remainder is turned over to the municipalities if a facility is built on the basis of the study's recommendations.

Studies are underway for others, which points to the fact that more Nova Scotians are seeing the importance of saying "yes" to waste management proposals. ■

13-1

PUBLIC WORKS COMMITTEE  
DATE: AUGUST 8, 1984

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
163-82	Eng. & Works	Second Assessment of "rippled" pavement used as a speed deterrent on roadway at Mineola Rd. E. and Indian Road	Public Works - May 20/82 Public Works - July 6/83	June, 1984	
<u>RECEIVED</u>					
205-83	Planning Dept.	Review of parking standards in	Public Works, Sept.19, 1983	Sept.19, 1984	
59-84	Eng. & Works	Residential & Commercial Zones Standards for new residential road construction be reviewed	Capital Budget Discussion March 1, 1984		
69-84	Eng. & Works	Mud Tracking	Council Mtg. Mar. 19/84		



WORKS COMMITTEE  
AUGUST 8, 1984

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

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Eng. & Works	Residential & Commercial Zones Standards for new residential road construction be reviewed	Capital Budget Discussion March 1, 1984		
Eng. & Works	Mud Tracking	Council Mtg. Mar. 19/84		

8

Recommendation

Comments

Conflicts  
With

Word

No. of  
Addresses

Date

Z - Area

Street Name

DIRECT DUPLICATION

No.



184

1984

8-2

[illegible]

SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
16	Burns Avenue	2	1888	3	2	17		Rename Either 16 or 17 To New Name (Private Road)
17	Burns Lane	9	-	3	2	16		Rename Either 16 or 17 To New Name (Private Road)
24	Cliff Road	14	1927	273	7	25		Leave As Is
25	Cliff Road North	21	1970	231	4	24		'Rename To New Name
26	Codlin Avenue	48W	1968	27	5	27		Leave As Is
27	Codlin Crescent	48W	1963	0	5	26		Review Feasibility of Closure, Disposal or Renaming To New Name
28	Confederation Parkway	15, 22	1969	499	4,6	29		Leave As Is
29	Confederation Square	15	1961	0	6	28		Review Feasibility of Closure, Disposal or Renaming To New Name
39	Fifth Line East	34E	1819	6	5	40,41		Renaming To Occur In Conjunction With Area Development
40	Fifth Line West	18, 25	1843	88	6,8	39		Leave As Is
41	Fifth Line West	54E	1819	2	9	39		Renaming Currently Under Review
56	Harborn Road	15	1920	23	6	57		Leave As Is
57	Harborn Trail	15	1920	14	6	56		Rename To New Name
66	Indian Grove	9	1917	68	2	67,68		Rename To New Name
67	Indian Line	33	1858	7	5	66,68	Note 'A'	Rename To New Name
68	Indian Road	8,9	1843	130	2	66,67		Leave As Is
71	John Street	21	1958	10	4	72,73		Rename To New Name
72	John Street North	8	1835	32	1	71		Leave As Is
73	John Street South	8	1835	96	1	71		Leave As Is
85	McConnell Avenue	2	1888	0	2	86		Rename To New Name (Private Road)
86	McConnell Road	30	1869	2	8,9	85		Leave As Is

8-3



8.4

[illegible]



# PHONETICALLY SIMILAR

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
5	Basswood Crescent	25	1975	50	8	9		Leave As Is
6	Beach Street	1	1926	6	1	7		Leave As Is
7	Beech Street	38W	1856	0	9	6		Review Feasibility of Closure, Disposal or Renaming To New Name
9	Brasswood Road	9	1967	3	2	5		Rename To New Name
18	Caroline Street	39E	1856	3	9	19		Rename To New Name
19	Carolyn Road	38W	1836	30	9	18		Leave As Is
30	Crombie Road	10	1956	1	2	31		Rename To New Name
31	Crumbie Street	39E	1856	3	9	30		Leave As Is
56	Harborn Road	15	1920	23	6	58		
57	Harborn Trail	15	1920	14	6	58		
58	Harbour Street	8	1961	0	1	56,57		Review Feasibility of Closure, Disposal or Renaming To New Name
63	Hollyrood Avenue	7	1925	18	1	64		Leave As Is
64	Hollywood Blvd.	2	1950	0	2	63		Review Feasibility of Closure, Disposal or Renaming To New Name
74	Juanita Court	21	1971	32	4	129		Rename To New Name
127	Vesta Drive	8	1943	21	1	128		Rename To New Name
128	Vista Drive	39E	1954	50	9	127		Leave As Is
129	Manita Road	7	1921	61	1	74		Leave As Is
134	Woodland Avenue	8	1943	16	1	135		Rename To New Name
135	Woodlawn Avenue	7	1912	25	1	134		Leave As Is

8-5

8.6

DISCONTINUOUS STREET

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
1	Autumn Breeze Drive	15	1962	10	6	2		Rename To New Name
2	Autumn Breeze Drive	15	1977	15	6	1		Leave As Is
3	Barbertown Road	38W	1879	4	9	4		Rename Either 3 or 4 To New Name
4	Barbertown Road	38W	1879	4	9	3		Rename Either 3 or 4 To New Name
11	Britannia Road East	35E-36E	-	382	5	12,12A		Rename To New Name
12	Britannia Road East	36W	-	17	5	11,12A		Leave As Is
12A	Britannia Road East	36E	-	1	5	11,12		Rename To New Name
20	Cedar Creek Drive	20	1925	49	3	21		Leave As Is
21	Cedar Creek Drive	20	-	4	3	20		Rename To New Name (Private Road)
40	Fifth Line West	18,25	1843	88	6,8	41		Leave As Is
41	Fifth Line West	54E	1819	2	9	40		Renaming Currently Under Review
42	First Street	6	1921	13	1	43		Leave As Is
43	First Street	6	1921	4	1	42		Rename To New Name
45	Fowler Drive	17	1968	330	6	46		Leave As Is
46	Fowler Drive	18	1953	21	6	45		Rename To New Name
48	Goldenridge Road	12	1971	51	7	49		Leave As Is
49	Goldenridge Road	12	1971	0	7	48		Rename To New Name
50	Gordon Drive	15	1920	13	6	51		Rename To New Name
51	Gordon Drive	15	1920	19	6	50		Leave As Is
52	Haines Road	13,20	1914	47	3,7	53		Leave As Is
53	Haines Road	13	1953	0	7	52		Review Feasibility of Closure, Disposal or Renaming To New Name
60	High Street East	8	1846	340	1	16,62		Rename To High Street West



## DISCONTINUOUS STREET

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
61	High Street West	8	1835	11	1	60,62		Rename To New Name
62	High Street West	8	1835	20	1	60,61		Rename To New Name
79	Littlejohn Lane	21	1958	1	4	80		Rename To New Name
80	Littlejohn Lane	21	1971	2	4	79		Leave As Is
81	Lushes Avenue	3	1921	9	2	82		Leave As Is
82	Lushes Avenue	3	1971	0	2	81		Review Feasibility of Closure, Disposal or Renaming To New Name
95	Park Street East	7,8	1846	616	1	96		Rename To Park Street West
96	Park Street West	8	1835	34	1	95		Rename To New Name
97	Peter Street North	8	1835	28	1	98		Leave As Is
98	Peter Street South	8	1835	23	1	97		Rename To New Name
101	Port Street East	8	1846	54	1	102		Rename To Port Street West
102	Port Street West	8	1835	18	1	101		Rename To New Name
105	Queen Street East	7	1846	12	1	106		Leave As Is
106	Queen Street East	8	1846	64	1	105		Rename To New Name
107	Queen Street West	8	1913	42	1	108		Rename To New Name
108	Queen Street West	8,9	1951	43	1,2	107		Leave As Is
111	Queensway West	17, 18	1966	261	6	112		Renaming Currently Under Review
112	Queensway West	18	1967	0	6	111		Renaming Currently Under Review
115	Robin Drive	17	1960	80	6	116		Leave As Is
116	Robin Drive	17	1960	13	6	115		Rename To New Name
118	Stavebank Road	16	1835	11	6	119, 120, 121, 122		Rename To Morrison Avenue

8-7



DISCONTINUOUS STREET

[illegible]

[illegible]

8-9



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## STANDARD DIRECTIONAL DESIGNATION

[illegible]



# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
10	Britannia Road East	38W	-	16	9	-		Renumber To City Grid System
13	Britannia Road West	39E	-	41	9	-		Renumber To City Grid System
14	Britannia Road West	56	--	7	9	-		Renumber To City Grid System
15	Burnhamthorpe Road West	58	1976	7	8	-		Renumber To City Grid System
22	Charing Drive	45W	1971	3	9	-		Leave As Is
23	Charing Drive	45W	1967	6	9	-		Renumber To City Grid System
32	Derry Road West	55	-	244	9	-		Renumber To City Grid System
33	Dundas Street East	59	-	7	8	-		Renumbering Currently Under Review
34	Dunray Court	45W	1971	25	9	-		Leave As Is
35	Dunray Court	45W	1967	4	9	-		Renumber To City Grid System
36	Eglinton Avenue West	57	1976	3	9	-		Renumber To City Grid System
37	Falconer Drive	45W	1971	486	9	-		Leave As Is
38	Falconer Drive	45W	1956	256	9	-		Renumber To City Grid System
60	High Street East	8	1846	340	1	-		Renumber To City Grid System
65	Hurontario Street	7	1835	29	1	-		Renumber To City Grid System
77	Lakeshore Road East	7,8	1917	234	1	-		Renumber To City Grid System
77A	Lakeshore Road East	7	1917	743	1	-		Renumber To City Grid System
78	Lakeshore Road West	8	1917	777	1	-		Renumber To City Grid System
83	Main Street	38W	1856	33	9	-		Renumber To City Grid System
91	Mississauga Road North	8	1944	82	1	-		Renumber To City Grid System
92	Mississauga Road South	8	1944	18	1	-		Renumber To City Grid System
95	Park Street East	8	1846	616	1	-		Renumber To City Grid System

8/12

[illegible]

8-13

NOTES:

- 'A' This street is entirely within the City of Etobicoke. However properties fronting on west side are in the City of Mississauga.
- 'B' This street is entirely within the Towns of Oakville and Milton. However properties fronting on east side are in the City of Mississauga.



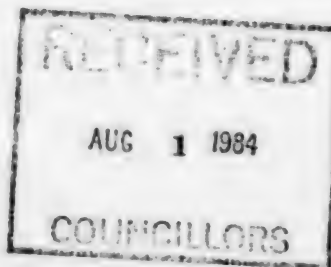
## Buscombe and Dodds



DIVISION OF: CONSOLIDATED FIBRES LTD.

July 31, 1984

David Culham  
Councillor  
Ward 6  
The Corporation of the City  
Of Mississauga  
One City Center Drive  
MISSISSAUGA, Ontario  
L5B 1M2



Dear Mr. Culham:

Thank you for your interest in the newspaper recycling program that Buscombe and Dodds is operating in conjunction with Dominion Stores Limited. Further to our telephone conversation yesterday and your request for more information on this program, I hope that the following will give you a clearer picture of this operation.

Newspaper recycling at Dominion has been in operation for over four years, currently running at six locations throughout Toronto. The basic principle is very straightforward: shoppers are encouraged to deliver their newspapers to a bin located in the Dominion store parking lot during specified hours of operation. In exchange for their newspapers, shoppers receive coupons equal to 1¢ per pound redeemable in groceries in the store.

The depots are staffed, so that shoppers can be helped to unload their cars, and so that unacceptable material such as magazines, plastic bags and ties can be removed prior to loading into the bin. Containers furnished are attractively painted 40 yard roll-off bins, which hold approximately 10 tons of newspaper. Once full, the bins are brought to our facility in Etobicoke where the newspaper is appropriately processed prior to shipment to a mill for de-inking and recycling.

The following is a list of locations currently in operation:

- 1) Markham and Lawrence
- 2) Woodbine and O'Connor
- 3) Dundas and Kipling
- 4) Bayview and Eglinton
- 5) Nortown Plaza
- 6) Keele and Wilson

The hours of operation are Wed. and Thurs. from 12 noon until 4 p.m., Fri. from 4 p.m. to 9 p.m., and Sat. from 9 a.m. to 4 p.m.

Should you have any questions or require additional information, please contact me. I look forward to your input.

123 Eastside Drive, Unit 7 Toronto, Ontario M8Z 5S5 Telephone: 416 / 231-7772

## **Buscombe and Dodds**



DIVISION OF: CONSOLIDATED FIBRES LTD.

We have been encouraged over the years by the public's support of this program, and look forward to expansion in the very near future. Any help that you can give us in this regard would be greatly appreciated.

Sincerely,

A handwritten signature in cursive script that reads 'Angie Lee'.

Angie Lee,  
Account Executive

AL/  
ENCL.

123 Eastside Drive, Unit 7 Toronto, Ontario M8Z 5S5 Telephone: 416 / 231-7772

## DIRECT DUPLICATION

[illegible]



SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
16	Burns Avenue	2	1888	3	2	17		Rename Either 16 or 17 To New Name (Private Road)
17	Burns Lane	9	-	3	2	16		Rename Either 16 or 17 To New Name (Private Road)
24	Cliff Road	14	1927	273	7	25		Leave As Is
25	Cliff Road North	21	1970	231	4	24		Rename To New Name
26	Codlin Avenue	48W	1968	27	5	27		Leave As Is
27	Codlin Crescent	48W	1963	0	5	26		Review Feasibility of Closure, Disposal or Renaming To New Name
28	Confederation Parkway	15, 22	1969	499	4, 6	29		Leave As Is
29	Confederation Square	15	1961	0	6	28		Review Feasibility of Closure, Disposal or Renaming To New Name
39	Fifth Line East	34E	1819	6	5	40, 41		Renaming To Occur In Conjunction With Area Development
40	Fifth Line West	18, 25	1843	88	6, 8	39		Leave As Is
41	Fifth Line West	54E	1819	2	9	39		Renaming Currently Under Review
56	Harborn Road	15	1920	23	6	57		Leave As Is
57	Harborn Trail	15	1920	14	6	56		Rename To New Name
56	Indian Grove	9	1917	68	2	67, 68		Rename To New Name
57	Indian Line	33	1858	7	5	66, 68	Note 'A'	Rename To New Name
58	Indian Road	8, 9	1843	130	2	66, 67		Leave As Is
71	John Street	21	1958	10	4	72, 73		Rename To New Name
72	John Street North	8	1835	32	1	71		Leave As Is
73	John Street South	8	1835	96	1	71		Leave As Is
35	McConnell Avenue	2	1888	0	2	86		Rename To New Name (Private Road)
36	McConnell Road	30	1869	2	8, 9	85		Leave As Is

SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
37	Meadow Wood Lane	3	-	8	2	88		Rename To New Name (Private Road)
38	Meadow Wood Road	3	1946	80	2	87		Leave As Is
33	Ninth Line	55-59	1806 1819	48	8,9	94	Note 'B'	Rename To New Name
34	Ninth Street	6	1923	60	1	93		Leave As Is
39	Pine Avenue	8	1922	80	1	100		Leave As Is
00	Pine Street	38W	1856	21	9	99		Rename To New Name
05	Queen Street East	7	1846	12	1	107,108 109,110		Leave As Is
06	Queen Street East	8	1846	64	1	107,108 109,110		Rename To New Name
07	Queen Street West	8	1913	42	1	105,106 109,110		Rename To New Name
08	Queen Street West	8,9	1951	42	1,2	105,106 109,110		Leave As Is
09	Queen Street North	45W	1856	76	9	105,106 107,108		Rename To Mississauga Road
10	Queen Street South	38W	1856	465	9	105,106 107,108		Rename To Mississauga Road
23	Tenth Line	55-57	1819	18	9	124		Renaming to Occur In Conjunction With Area Development
24	Tenth Street	6	1923	51	1	123		Leave As Is
10	Wesley Avenue	8	1944	44	1	131		Leave As Is
11	Wesley Crescent	8	1944	9	1	130		Rename To New Name
	THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT RECOMMENDATION AS THEY DO NOT APPEAR TO PRESENT A SERIOUS PROBLEM							
	Alexandra Avenue	6	1921	1				
	Alexandra Boulevard	6	1952	1				



SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
	Alta Court	28	1980		4			
	Alta Place	28	1980		4			
	Anderson Court	56	1980		9			
	Anderson Crescent	56	1980		9			
	Anworld Court	26	1979		3			
	Anworld Place	26	1979		3			
	Ashridge Court	28	1978		4			
	Ashridge Place	28	1978		4			
	Barrisdale Court	46	1976		9			
	Barrisdale Drive	46	1976		9			
	Beacon Court	30	1983		8			
	Beacon Lane	30	1983		8			
	Beechknoll Avenue	26	1981		3			
	Beechknoll Court	26	1981		3			
	Camilla Place	14	1969		7			
	Camilla Road	14	1927		7			
	Carrera Court	3	1982		2			
	Carrera Lane	3	1971		2			
	Cawthra Court	7	1958		1			
	Cawthra Road	6-27	1806		1,7,4,5			



SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Alta Court	28	1980		4			
	Alta Place	28	1980		4			
	Anderson Court	56	1980		9			
	Anderson Crescent	56	1980		9			
	Anworld Court	26	1979		3			
	Anworld Place	26	1979		3			
	Ashridge Court	28	1978		4			
	Ashridge Place	28	1978		4			
	Barrisdale Court	46	1976		9			
	Barrisdale Drive	46	1976		9			
	Beacon Court	30	1983		8			
	Beacon Lane	30	1983		8			
	Beechknoll Avenue	26	1981		3			
	Beechknoll Court	26	1981		3			
	Camilla Place	14	1969		7			
	Camilla Road	14	1927		7			
	Carrera Court	3	1982		2			
	Carrera Lane	3	1971		2			
	Cawthra Court	7	1958		1			
	Cawthra Road	6 - 27	1806		1,7,4,5			

SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Chisholm Avenue	16	1977		6			
	Chisholm Court	16	1979		6			
	Colebrook Court	56	1980		9			
	Colebrook Crescent	56	1980		9			
	Coram Avenue	12	1950		7			
	Coram Crescent	12	1962		7			
	Deer Run	30	1979		8			
	Deer Run Court	30	1979		8			
	Doulton Drive	17	1954		6			
	Doulton Place	17	1983		6			
	Fairier Court	31	1978		8			
	Farrier Mews	31	1978		8			
	Featherstone Court	24	1980		8			
	Featherstone Drive	24	1964		8			
	Forest Fire Crescent	27	1980		3			
	Forest Fire Lane	27	1980		3			
	Gatliff Avenue	19	1965		3			
	Gatliff Court	19	1965		3			
	Greycedar Court	27	1980		3			
	Greycedar Crescent	27	1980		3			



... SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Hargood Court	39	1981		9			
	Hargood Place	39	1981		9			
	Harris Crescent	56	1981		9			
	Harris Road	56	1981		9			
	Hensall Circle	14			7			
	Hensall Street	14	1958		7			
	Hickling Court	56	1981		9			
	Hickling Crescent	56	1981		9			
	Highgate Crescent	27	1980		3			
	Highgate Place	27	1980		3			
	Ibbetson Crescent	23	1965		8			
	Ibbetson Lane	23	1965		8			
	Kenninghall Boulevard	45W	1967		9			
	Kenninghall Crescent	45E	1977		9			
	Keynes Court	56	1980		9			
	Keynes Crescent	56	1980		9			
	Kilbride Court	56	1980		9			
	Kilbride Crescent	56	1980		9			
	King Andrew Court	28	1981		4			
	King Andrew Drive	28	1981		4			



SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Lovington Court	27	1980		3			
	Lovington Crescent	27	1980		3			
	Mannington Court	27	1980		3			
	Mannington Lane	27	1980		3			
	Martin's Pine Court	25	1975		8			
	Martin's Pine Crescent	25	1972		8			
	Melton Court	13	1956		7			
	Melton Drive	13	1952		7			
	Messenger Meadow Court	30	1979		8			
	Messenger Meadow Drive	30	1979		8			
	Mineola Gardens	7	1946		1			
	Mineola Road East	7	1909		1			
	Mineola Road West	8	1889		1			
	Mississauga Crescent	8	1951		1			
	Mississauga Road	8 - 53E	1965		2, 6, 8, 9			
	Narva Court	9	1965		2			
	Narva Road	9	1965		2			
	Ontario Court	39E	1980		9			
	Ontario Street East	38W	1856		9			
	Ontario Street West	39E	1856		9			

**SAME NAME (DIFFERENT SUFFIX)**

[illegible]



SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
	Scottsburg Court	27	1980		3			
	Scottsburg Crescent	27	1980		3			
	Shale Oak Court	26	1979		3			
	Shale Oak Mews	26	1975		3			
	Springfield Court	18	1967		6			
	Springfield Road	18	1951		6			
	Spruce Needle Court	25	1981		8			
	Spruce Needle Drive	25	1973		8			
	Sweetwater Crescent	9	1978		2			
	Sweetwater Place	9	1978		2			
	Tanfar Mews	54	1981		9			
	Tamar Road	54			9			
	Teakwood Gate	30	1979		8			
	Teakwood Drive	30	1979		8			
	Tecumseh Park Crescent	9	1946		2			
	Tecumseh Park Drive	9	1946		2			
	Thistle Down Circle	30	1979		8			
	Thistle Down Court	30	1979		8			
	Treetop Court	32	1980		8			
	Treetop Crescent	32	1975		8			
	Village Centre Court	28	1981		4			



**SAME NAME (DIFFERENT SUFFIX)**

[illegible]

## PHONETICALLY SIMILAR

[illegible]



## DISCONTINUOUS STREET

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
1	Autumn Breeze Drive	15	1962	10	6	2		Rename to New Name
2	Autumn Breeze Drive	15	1977	15	6	1		Leave As Is
3	Barbertown Road	38W	1879	4	9	4		Rename Either 3 or 4 to New Name
4	Barbertown Road	38W	1879	4	9	3		Rename Either 3 or 4 to New Name
11	Britannia Road East	35E-36E	-	382	5	12, 12A		Rename to New Name
12	Britannia Road East	36W	-	17	5	11, 12A		Leave As Is
12A	Britannia Road East	36E	-	1	5	11, 12		Rename To New Name
20	Cedar Creek Drive	20	1925	49	3	21		Leave As Is
21	Cedar Creek Drive	20	-	4	3	20		Rename To New Name (Private Road)
32A	Dundas Crescent	17	1958	9	6			Rename to New Name
32B	Dundas Crescent	24	1958	7	8			Rename to New Name
40	Fifth Line West	18, 25	1843	88	6, 8	41		Leave As Is
41	Fifth Line West	54E	1819	2	9	40		Renaming Currently Under Review
42	First Street	6	1921	13	1	43		Leave As Is
43	First Street	6	1921	4	1	42		Rename to New Name
45	Fowler Drive	17	1968	330	6	46		Leave As Is
46	Fowler Drive	18	1953	21	6	45		Rename To New Name
48	Goldenridge Road	12	1971	51	7	49		Leave As Is
49	Goldenridge Road	12	1971	0	7	48		Rename To New Name
50	Gordon Drive	15	1920	13	6	51		Rename To New Name
51	Gordon Drive	15	1920	19	6	50		Leave As Is



No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
52	Haines Road	13,20	1914	47	3,7	53		Leave As Is
53	Haines Road	13	1953	0	7	52		Review Feasibility of Closure, Disposal or Renaming To New Name
60	High Street East	8	1846	340	1	16,62		Rename To High Street West
61	High Street West	8	1835	11	1	60,62		Rename to New Name
62	High Street West	8	1835	20	1	60,61		Rename To New Name
79	Littlejohn Lane	21	1958	1	4	80		Rename To New Name
80	Littlejohn Lane	21	1971	2	4	79		Leave As Is
81	Lushes Avenue	3	1921	9	2	82		Leave As Is
82	Lushes Avenue	3	1971	0	2	81		Review Feasibility of Closure, Disposal or Renaming To New Name
88A	Meredith Avenue	6	1922	39	1			Rename Either 88A or 88B To New Name
88B	Meredith Avenue	6	1919	46	1			Rename Either 88A or 88B To New Name
95	Park Street East	7,8	1846	616	1	961		Rename To Park Street West
96	Park Street West	8	1835	34	1	95		Rename To New Name
97	Peter Street North	8	1835	28	1	98		Leave As Is
98	Peter Street South	8	1835	23	1	97		Rename To New Name
101	Port Street East	8	1846	54	1	102		Rename To Port Street West
102	Port Street West	8	1835	18	1	101		Rename To New Name
105	Queen Street East	7	1846	12	1	106		Leave As Is
106	Queen Street East	8	1846	64	1	105		Rename To New Name
107	Queen Street West	8	1913	42	1	108		Rename To New Name
108	Queen Street West	8,9	1951	43	1,2	107		Leave As Is

[illegible]



CONTINUOUS STREET

[illegible]



# NON STANDARD DIRECTIONAL DESIGNATION

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
10	Britannia Road East	38W	-	16	9	-		Rename To Britannia Road West
33	Dundas Street East	59	-	7	8	-		Renaming Currently Under Review
60	High Street East	8	1846	340	1	-		Rename To High Street West
72	John Street North	8	1835	32	1	-		Leave As Is
73	John Street South	8	1835	96	1	-		Leave As Is
77	Lakeshore Road East	7,8	1917	234	1	-		Rename To Lakeshore Road West
91	Mississauga Road North	8	1944	82	1	-		Rename To Mississauga Road
92	Mississauga Road South	8	1944	18	1	-		Rename To Mississauga Road
95	Park Street East	7,8	1846	616	1	-		Rename To Park Street West
101	Port Street East	8	1846	54	1	-		Rename To Port Street West
106	Queen Street East	8	1846	64	1	-		Rename To New Name
109	Queen Street North	45W	1856	76	9	-		Rename To Mississauga Road
110	Queen Street South	38W	1856	465	9	-		Rename To Mississauga Road
121	Stavebank Road North	8	1944	194	1	-		Rename To Stavebank Road
122	Stavebank Road South	8	1961	92	1	-		Rename To Stavebank Road
	THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT RECOMMENDATION AS THEY DO NOT							
	APPEAR TO PRESENT A SERIOUS PROBLEM							
	Elizabeth Street North	8			1			





MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation*
10	Britannia Road East	38W	-	16	9	-		Renumber To City Grid System
13	Britannia Road West	39E	-	41	9	-		Renumber To City Grid System
14	Britannia Road West	56	--	7	9	-		Renumber To City Grid System
15	Burnhamthorpe Road West	58	1976	7	8	-		Renumber To City Grid System
22	Charing Drive	45W	1971	3	9	-		Renumber To City Grid System
23	Charing Drive	45W	1967	6	9	-		Leave As Is
32	Derry Road West	55	-	244	9	-		Renumber To City Grid System
33	Dundas Street East	59	-	7	8	-		Renumber To City Grid System
34	Dunray Court	45W	1971	25	9	-		Renumbering Currently Under Review
35	Dunray Court	45W	1967	4	9	-		Leave As Is
36	Eglinton Avenue West	57	1976	3	9	-		Renumber To City Grid System
37	Falconer Drive	45W	1971	486	9	-		Renumber To City Grid System
38	Falconer Drive	45W	1956	256	9	-		Leave As Is
60	High Street East	8	1846	340	1	-		Renumber To City Grid System
55	Huronario Street	7	1835	29	1	-		Renumber To City Grid System
77	Lakeshore Road East	7.8	1917	234	1	-		Renumber To City Grid System
77A	Lakeshore Road East	7	1917	743	1	-		Renumber To City Grid System
78	Lakeshore Road West	8	1917	777	1	-		Renumber To City Grid System
33	Main Street	38W	1856	33	9	-		Renumber To City Grid System
31	Mississauga Road North	8	1944	82	1	-		Renumber To City Grid System
32	Mississauga Road South	8	1944	18	1	-		Renumber To City Grid System
35	Park Street East	8	1846	616	1	-		Renumber To City Grid System
								Renumber To City Grid System

# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation
101	Port Street East	8	1846	54	1	-		Renumber To City Grid System
106	Queen Street East	8	1846	64	1	-		Renumber To City Grid System
108	Queen Street West	8,9	1951	43	1,2	-		Renumber To City Grid System
109	Queen Street North	45W	1856	76	9	-		Renumber To City Grid System
110	Queen Street South	38W	1856	465	9	-		Renumber To City Grid System
121	Stavebank Road North	8	1944	194	1	-		Renumber To City Grid System
122	Stavebank Road South	8	1961	92	1	-		Renumber To City Grid System
125	Thomas Street	39E	1831	16	9	-		Renumber To City Grid System
126	Thomas Street	39E,39W	1831	2	9	-		Leave As Is
	THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT RECOMMENDATION AS THEY DO NOT							
	APPEAR TO PRESENT A SERIOUS PROBLEM							
	Albert Street	38W			9			
	Alpha Mills Road	45W			9			
	Alphonse Crescent	39E			9			
	Amity Road	38W			9			
	Andrea Court	39E			9			
	Ann Street	8			1			
	Arch Road	38W			9			
	Ardsley Street	45W			9			



# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Barry Avenue	39E			9			
	Bay Street	8			1			
	Bellvue Street	39E			9			
	Ben Machree Drive	8			1			
	Benson Avenue	8			1			
	Bonham Boulevard	39E			9			
	Bow River Crescent	45W			9			
	Bowshelm Court	45W			9			
	Brant Avenue	7			1			
	Bremen Lane	39E			9			
	Briarwood Avenue	7			1			
	Broadview Avenue	8			1			
	Broadway Street	39E			9			
	Brookside Drive	39E			9			
	Carlisle Place	7			1			
	Caroline Street	39E			9			
	Cayuga Avenue	7			1			
	Church Street	38W			9			
	Colbert Gardens	45W			9			
	Come By Chance Mews	45W			9			
	Crumble Street	39E			9			

# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Cumberland Drive	7			1			
	De Jong Drive	39E			9			
	Donata Drive	39E			9			
	Earl Street	38W			9			
	Elizabeth Street North	8			1			
	Elizabeth Street South	8			1			
	Ellen Street	38W			9			
	Ellesboro Drive	45W			9			
	Elmwood Avenue	7			1			
	Emby Drive	39E			9			
	Forest Avenue	7			1			
	Front Street North	8			1			
	Front Street South	8			1			
	Gafney Drive	39E			9			
	George Street	38W			9			
	Hammond Road	39E			9			
	Harrison Avenue	8			1			
	Helene Street North	8			1			
	Helene Street South	8			1			
	Helsinki Mews	45W			9			
	Henry Street	39E			9			



# MUNICIPAL ADDRESS CONFLICTION

o.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Hiawatha Parkway	7			1			
	High Street West	8			1			
	Hillside Drive	39E			9			
	Hopedale Court	39E			9			
	Iroquois Avenue	7			1			
	Isherwood Court	39E			9			
	James Street	39E			9			
	John Street North	8			1			
	John Street South	8			1			
	Joseph Street	38W			9			
	Joycelyn Drive	39E			9			
	Joymar Drive	39E			9			
	Kenninghall Boulevard	45W			9			
	Kerr Street	38W			9			
	Lake Street	8			1			
	Lisbon Mews	45W			9			
	Maiden Lane	38W			9			
	Maldaer Avenue	39E			9			
	Maple Avenue North	8			1			
	Maple Avenue South	8			1			
	Matlock Avenue	45W			9			

# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Herrydrew Court	39E			9			
	Mill Street	38W			9			
	Minnewawa Road	7			1			
	Mohawk Avenue	7			1			
	Morgon Avenue	39E			9			
	Mullet Drive	39E			9			
	Oakwood Avenue	7			1			
	Old Station Road	39E			9			
	Onaway Road	7			1			
	Ontario Court	39E			9			
	Ontario Street East	38W			9			
	Ontario Street West	39E			9			
	Otterburn Court	45W			9			
	Park Street West	8			1			
	Pearl Street	39E			9			
	Peter Street North	8			1			
	Peter Street South	8			1			
	Pine Avenue North	8			1			
	Pine Avenue South	8			1			
	Pine Cliff Drive	45W			9			
	Pine Street	38W			9			



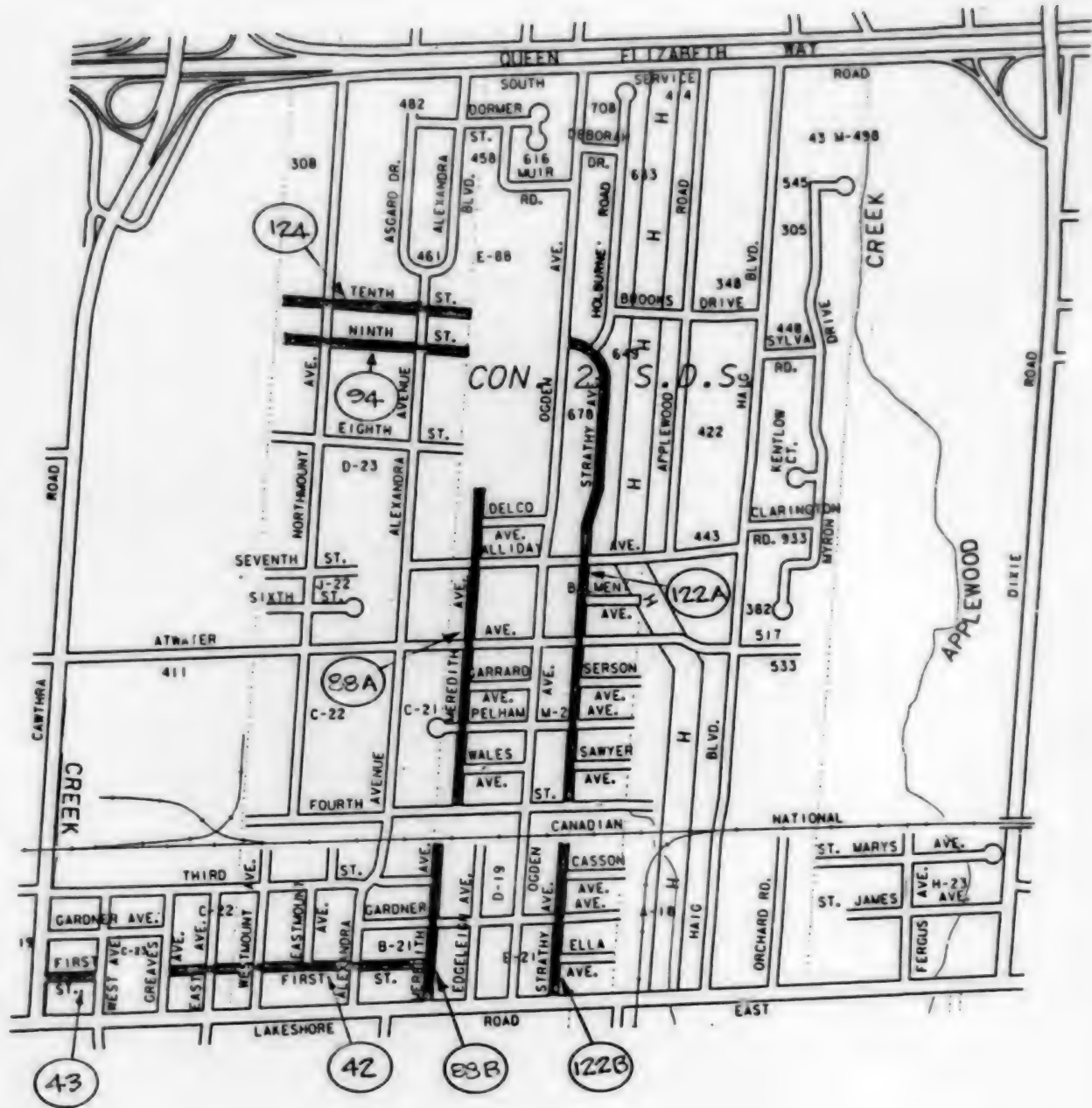
# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation
	Pioneer Drive	39E			9			
	Plainsman Road	45W			9			
	Port Street West	8			1			
	Princess Street	39E			9			
	Queen Street West	8,9			1			
	Rapallo Mews	45W			9			
	Reid Drive	38W			9			
	Rimini Mews	45W			9			
	River Road	38W			9			
	Rosewood Avenue	7			1			
	Roy Drive	39E			9			
	Rutledge Road	39E			9			
	Shady Lawn Court	45W			9			
	Siberry Road	39E			9			
	Sonnet Court	39E			9			
	Sora Drive	39E			9			
	Suburban Drive	45W			9			
	Swanhurst Boulevard	45W			9			
	Tannery Street	39E			9			
	Tecumseh Avenue	7			1			
	Theodore Drive	39E			9			

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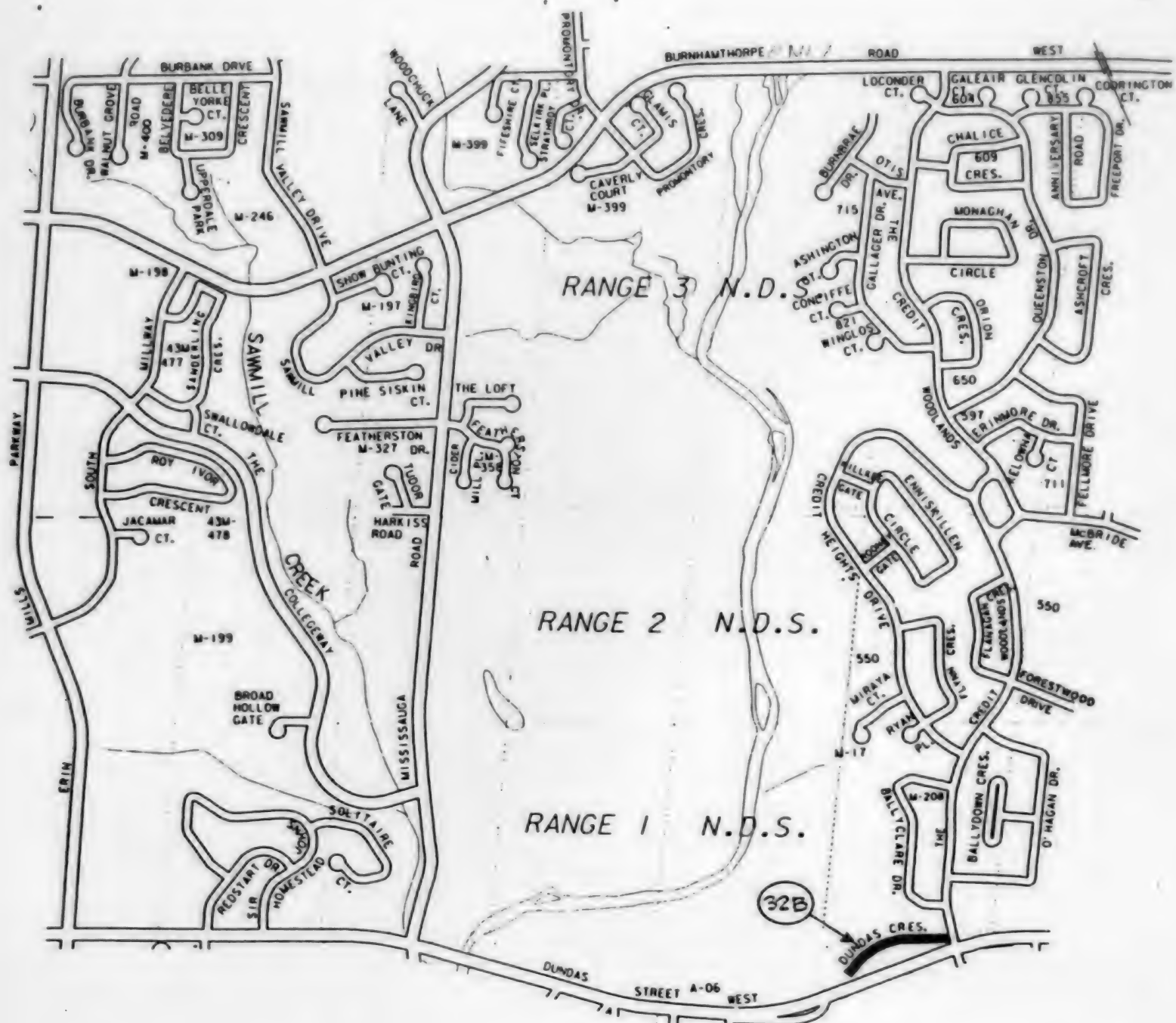














CITY OF MISSISSAUGA

MINUTES

MEETING #6

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: WEDNESDAY, AUGUST 8, 1984

PLACE OF MEETING: Committee Room A at 9:30 a.m.

MEMBERS PRESENT: Councillor R. Skjarum, Chairman  
J. Rogers, Vice-Chairman, 9:30 a.m. - 11:05 a.m.  
Councillor D. Cook, 9:40 a.m. - 11:00 a.m.  
Councillor D. Culham  
Councillor Kennedy, arrived at 11:00 a.m.  
C. B. Gauer  
E. A. Hignell  
Mayor Hazel McCallion, 9:50 a.m. - 11:00 a.m.

STAFF PRESENT: W. P. Taylor, Commissioner of Engineering and Works  
J. Thomas, Traffic and Transportation Engineer  
P. Davies, Drafting Supervisor  
C. Dodds, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated June 8, 1984, from the Commissioner of Engineering and Works, on long term on-street parking on Barsuda Drive requested by a petition signed by residents of the townhouses on this street. This report was again deferred to the next meeting of the Public Works Committee at the request of Councillor Marland who was otherwise engaged at an Ontario Municipal Board Hearing.

F.06.04.02

See Recommendation #37 (Councillor D. Culham)

DEFERRED

2. Report dated July 26, 1984, from the Commissioner of Engineering and Works, concerning parking on Blue Beech Crescent, in response to a petition signed by residents requesting overnight parking on alternate sides of their street.

In his report, the Commissioner advised that on-site inspections indicated that all residents on this street had room to park two vehicles on their own property. While the majority of residents had the potential to widen their single car width driveways by between 4 ft. and 6 ft. to allow two cars to park side by side, due to mature vegetation or grades, this was not possible in all instances without considerable expense.

August 8, 1984

Item 2 Continued

In view of the fact that Blue Beeches Crescent is not unlike other roads throughout the City, the Engineering Department felt that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially where the majority of residents can provide additional parking by widening driveways to augment their existing two vehicle parking capability.

The Commissioner of Engineering and Works recommended:

That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02

See Recommendation #38 (Councillor Culham)

ADOPTED

3. Report dated August 1, 1984, from the Commissioner of Engineering and Works, in response to a request for the erection of oversized "NO PARKING ANYTIME" signs on Given Road, a local residential street. This request was made by local residents who feel that a larger sign would be more visible and would solve the problem of cars continually parking in a no parking zone. Following on-site inspections of the road, even during hours of darkness, it was staff's opinion that the existing signing, which meets the standard in the Manual of Uniform Traffic Control Devices for the Province of Ontario, is adequate. The Manual of Uniform Traffic Control Devices recommends the use of oversized signs where the posted speed limit is 70 km/h or greater, although the Region of Peel has installed oversize NO PARKING signs on roads where the posted speed limit is 60 km/h.

In his report, the Commissioner pointed out that great care is taken to ensure that NO PARKING signs are visible and clearly define prohibited areas. He further noted that the larger signs cost \$10.00 as opposed to \$2.90 for the standard signs, and only standard signs are stocked in Central Stores.

The Commissioner recommended:

THAT a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02

See Recommendation #39 (J. Rogers)

ADOPTED

4. Report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming and renaming in the Queensway West/Hammond Road Area.



August 8, 1984

Item 2 Continued

In view of the fact that Blue Beeches Crescent is not unlike other roads throughout the City, the Engineering Department felt that long term on-street parking is not required on local residential roads in low density single family dwelling areas, especially where the majority of residents can provide additional parking by widening driveways to augment their existing two vehicle parking capability.

The Commissioner of Engineering and Works recommended:

That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02

See Recommendation #38 (Councillor Culham)

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The Commissioner recommended:

THAT a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City except where the oversize is warranted in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02

See Recommendation #39 (J. Rogers)

ADOPTED

4. Report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming and renaming in the Queensway West/Hammond Road Area.

August 8, 1984

Item 4 Continued

In his report, the Commissioner advised that road configurations proposed in this area as part of the Sheridan Mall expansion are such that the portion of Queensway West lying east of Erin Mills Parkway will become discontinuous with the portion west of Erin Mills Parkway.

In view of the fact that this will increase the confusion which already exists with the discontinuation of Queensway West, on either side of Erin Mills Parkway, and Queensway West, east of the Credit River, the Commissioner recommended various street namings and renamings, one involving a roadway forming a continuation of "Hammond Road" and another involving the naming of a street "Hammond Gate".

While the Committee and the Ward Councillor were in agreement with the recommendation, it was suggested that the decision should be withheld until the problem of the duplication of the name and house numbers of 54 and 55 Hammond Road in Wards 6 and 9 has been resolved; one solution being the renaming of Hammond Road.

F.02.07

See Recommendation #40 (Councillor Culham)

DEFERRED

5.

Report dated July 11, 1984, from the Commissioner of Engineering and Works on the proposed renaming of Gillian Street to Central Parkway West and the naming of proposed road lying between Gillian Street and Central Parkway West as Central Parkway West, previously approved by Council on November 26, 1979. Attached to his report was a sketch which depicted the affected roadways lying west of Wolfedale Road.

The Committee was advised that:

- (i) Gillian Street (shown as "1" on the sketch attached to the Commissioner's report) had not been renamed due to the fact that road construction had not proceeded as quickly as had been expected. There are approximately 23 industrial or commercial owners and tenants on this portion of roadway.
- (ii) Construction of the portion of roadway between Gillian Street and Erindale Station Road (shown as "3" on the sketch attached to the Commissioner's report) would be undertaken in 1984 making Gillian Street continuous with Central Parkway West west of Erindale Station Road. There are no affected owners or tenants on this portion of roadway.
- (iii) The roadway (shown as "2" on the sketch attached to the Commissioner's report) had been constructed and named Central Parkway West between Erindale Station Road and Burnhamthorpe Road West.

The Commissioner recommended:

- (a) That Gillian Street be renamed Central Parkway West.
- (b) That the renaming of Gillian Street occur on January 1, 1985.



August 8, 1984

Item 5 Continued

- (c) That the renamed portion of Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).
- (d) That the portion of proposed roadway lying between Gillian Street and Erindale Station Road be named Central Parkway West when established as public highway.

Councillor Culham recommended that the affected owners and tenants on Gillian Street be invited to attend the next meeting of the Public Works Committee to discuss the recommendation prior to its adoption.

F.02.07

See Recommendation #41 (Councillor Culham)

6. Report dated August 1, 1984, from the Commissioner of Engineering and Works recommending the following street names for new developments within the City of Mississauga for review by the Public Works Committee. In accordance with Council's directions of June 25, 1984, street names for new developments are to be reviewed by the Public Works Committee following receipt of the comments of the Region of Peel Street Names Committee.

- (a) That First City Development Corporation be advised that the following names are approved for use in the LISGAR DEVELOPMENT (21T-83036):

PEACOCK  
NUTHATCH  
MOCKINGBIRD  
WAXWING

OSPREY  
HARRIER  
BITTERN  
SNOW GOOSE

- (b) That Team Three be advised that the name MALLORYTOWN AVENUE is approved for use in conjunction with the KANEFF HEIGHTS DEVELOPMENT (21T-81050M)

The Committee acknowledged that suggested street names in new developments would be considered for general approval. Under normal circumstances, changes to names would only be recommended at the request of the residents of the streets concerned or in cases where the name would create obvious confusion. The Commissioner of Engineering and Works was directed to include with all future street name reports, a plan of the immediate area of the development showing the proposed street names and their relationship to other streets in the district.

T-81050

T-83036

F.02.07

See Recommendation #42 (C. Gauer)

ADOPTED

August 8, 1984

7. Report dated August 1, 1984, from the Commissioner of Engineering and Works, on a request made at the June 25th meeting of the Public Works Committee that municipal house numbers be included on street name signs at major intersections.

In his report, the Commissioner advised that his department had not embarked upon a program of numerical signing at major intersections, but had rather dealt with problem areas on an individual basis. It had been felt that signs with numbers are of limited value at intersections, since they afford the motorist little time to read the street name sign, the street number sign and then make a commitment to a turn. It was noted that significant costs would be involved in introducing an overall resigning programme throughout the City and if numerical signing were introduced in new developments only, this would result in an inconsistent practice throughout the City. In conclusion, the Commissioner further advised that his department is currently reviewing the City's arterial road signing with a view to developing a program of upgrading signing to current standards.

Mr. Hignell noted that the advance street signs in a neighbouring municipality were of great assistance to motorists and he felt there were instances in Mississauga that could be well served with clearer road identification. An example given of a road that appeared to be continuous but which changed names without notice was Montevideo Road in Ward 9 which became Copenhagen Road north of Derry Road and Shelter Bay Road upon recrossing Derry Road. Councillor Southorn noted that Mississauga Road, Erin Mills Parkway and Turner Valley Road were also confusing to drivers not familiar with the area.

The Commissioner of Engineering and Works was requested to prepare a report for the consideration of the Public Works Committee on a policy for signing streets in the City which would prevent street name confusion in future developments and include in his report an estimate of the costs involved in upgrading the signing at existing problem intersections.

F.02.07

See Recommendation #43 (A. Hignell)

8. Report dated July 31, 1984, from the Commissioner of Engineering and Works, on the duplication of street names in the City of Mississauga, in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley. Attached to the Commissioner's report was a list of street name duplications classified under the headings, (1) Direct duplication, (2) Same name - different suffix, (3) Phonetically similar, (4) Discontinuous streets with same name, (5) Continuous streets with different name, (6) Streets with incorrect directional designation based on Mississauga's policy and (7) Municipal address confliction.

It was recognized that considerable time would be involved in solving the problems and in many instances, meetings with local residents would be required. It was agreed that at the September meeting the Committee would develop a mechanism for dealing with the problems listed. It was further agreed that the lists would be circulated to each Member of Council for their comments prior to September 20, 1984.

F.02.07

See Recommendation #44 (Councillor Kennedy)



August 8, 1984

9. Report dated July 31, 1984, from the Commissioner of Engineering and Works on a recommendation made by General Committee which was adopted by Council on June 13, 1983, that preliminary plans and cost estimates be prepared for consideration in the 1984 Capital Budget for the provision of public parking on the Bird Property at 1469 Burnhamthorpe Road as a parking alternative for anglers who fish the Credit River. This recommendation was part of Council's response to a petition dated November 24, 1982, from residents of Burnbrae Drive and Otis Avenue who expressed concern about the traffic and the number of drivers who enter their area for the sole purpose of fishing in the Credit River and who leave their vehicles on these streets.

In his report, the Commissioner of Engineering and Works advised that the Commissioner of Recreation and Parks had encountered considerable resistance from the property owners adjacent to the Bird property to the construction of a parking lot. Suggested as an alternative was the deferral of consideration of this parking lot until the Master Plan for the use of the Bird property had been completed and until after the completion of the Erindale Park, which it was felt would provide parking to accommodate fishermen by the Fall of 1985.

Councillor Cook noted that the City's parking fee was not a deterrent to fisherman who parked their cars for an entire day. It was also recognized that increasing the parking fine and towing cars away would be an undue hardship on people who innocently contravened the City's parking regulations.

In order to offer some relief to the residents of Burnbrae Drive and Otis Avenue, the Commissioner of Engineering and Works was requested to prepare a report for the consideration of the Committee, on permit parking for the residents of these streets.

Councillor Culham noted that the problem of providing parking for the Credit River fishermen would have to be addressed at some future date. In the meantime, he recommended that the construction of the parking lot on the Bird Property at 1469 Burnhamthorpe Road, approved in the 1984 Capital Budget, be deferred until the Erindale Secondary Plan had been prepared and the question of the land use of the Bird Property (Natural History Centre) had been resolved.

E.04.02.01.21

F.06.01

See Recommendation #45 (Councillor Culham)

10. Report dated July 23, 1984, from the Commissioner of Engineering and Works, recommending a change to the date on which preservicing of plans of subdivision should be approved.

In his report, the Commissioner pointed out that the current City Policy allows that preservicing may be approved once Council has passed the rezoning by-law for the concerned plan of subdivision and this permits underground servicing to commence, at the developer's risk, prior to the end of the 35 day appeal period for the rezoning by-law.

August 8, 1984

Item 10 Continued

The Commissioner of Engineering and Works recommended that the City's preservicing policy for plans of subdivision be amended to indicate that no preservicing is to commence until:

(a) the Clerk's Office can certify that the appeal period for the concerned rezoning by-law has ended without objection,

or

(b) the Ontario Municipal Board has granted approval to the rezoning by-law.

A.00.02.01

See Recommendation #46 (J. Rogers)

ADOPTED

11. Report dated August 2, 1984, from the Commissioner of Engineering and Works on the installation of rippled pavement on City streets as a deterrent to speeding drivers. On September 27, 1982, Council adopted General Committee's Recommendation No. 1190 which authorized the installation of special pavement treatment as a speed deterrent on Mineola Road at Mineola Gardens and on Indian Road at Crescent Road. As a result of the assessment of the work installed in the Fall of 1982, on July 6, 1983, the Public Works Committee recommended that a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983. The Engineering Department was requested to continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability. This recommendation was adopted by Council on July 13, 1983.

In his latest report dated August 2, 1984, the Commissioner advised that the work undertaken to date on Mineola Road East, Indian Road and Pinewood Trail under this experimental programme had been very poor and not up to the standard he had hoped to achieve for this type of work. A rippled-type pavement installed in another municipality had worked very satisfactorily, had stood up to traffic for approximately 5 years and was composed of a series of 1/4" raised asphalt strips approximately 3" - 4" wide, with 8 - 10 strips to a section, constructed for the width of a traffic lane on the existing pavement. The Commissioner proposed this type of rippled pavement on Mineola Road East, Indian Road and Pinewood Trail in place of the work done to date.

Councillor Kennedy advised that he had received complaints about the speed deterrent measures taken on Pinewood Trail and suggested that the statistics on traffic counts, speeding and the number of accidents before and after the installation of the existing road strips should be reviewed before any further work is undertaken. He agreed to meet with staff to review the work undertaken and proposed on this particular street.

Councillor Culham recommended that Thorn Lodge Drive be added to the experimental programme.



August 8, 1984

Item 11 Continued

Councillor Cook and Mr. Gauer suggested that differing numbers of strips be used in the rippled sections so that an assessment could be made of drivers' reactions to the strips and the resulting effects on speeding.

F.02.01

F.06.04.05

See Recommendation #47 (Councillor Kennedy)

12. Articles titled "'Future thinking' needed to push recycling" and "Halifax sets landfill trend in Nova Scotia" published under the heading of WASTE MANAGEMENT in the June, 1984, issue of Civic Public Works. These articles were circulated with the agenda at the request of Councillor David Culham and were received for information.

Also received was a letter dated July 31, 1984, addressed to Councillor David Culham from Buscombe and Dodds, on the newspaper recycling program they operate in conjunction with Dominion Stores Limited. It was recognized that there might be problems in having too many systems for collecting newspapers for recycling, i.e. City's normal garbage collection, Clean City, etc. In order to assess the system operated by Buscombe and Dodds, the Commissioner of Engineering and Works was requested to prepare a report on the feasibility of using grocery stores as locations for collecting paper to be recycled.

F.08.07

See Recommendation #48 (Councillor Culham)

RECEIVED

13. Summary of Unfinished Business relating to the Public Works Committee as of August 8, 1984.

A.03.04.06

See Recommendation #49 (Councillor Culham)

RECEIVED

RECOMMENDATIONS: As per Report No. 6-84

ADJOURNMENT: 12:40 p.m.

*Christine H. Dodds*

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR  
0016C/129C

REPORT NO. 6-84

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its sixth report and recommends:

- 37-84 That the report dated June 8, 1984, from the Commissioner of Engineering and Works on the long term on-street parking on Barsuda Drive requested by a petition of residents of the townhouses on this street, be deferred for consideration by the Public Works Committee at a subsequent meeting.

F.06.04.02  
(38-37-84)

- 38-84 (a) That the report dated July 26, 1984, prepared by the Commissioner of Engineering and Works in response to a petition from Mrs. Claudette Bourdeau and other residents of Blue Beech Crescent, requesting overnight parking on alternate sides of their street, be received and a copy forwarded to Mrs. Bourdeau.

- (b) That long term on-street parking not be implemented on Blue Beech Crescent.

F.06.04.02  
(38-38-84)

- 39-84 THAT a standard 30 cm x 30 cm (12 in. x 12 in.) NO PARKING sign be used throughout the City of Mississauga, except where the oversize is warranted, in accordance with the Uniform Manual of Traffic Control Devices for the Province of Ontario.

F.06.04.02  
(38-39-84)

- 40-84 That the report dated July 10, 1984, from the Commissioner of Engineering and Works, prepared in response to a letter from Councillor Culham, on proposed street naming in the Queensway West/Hammond Road Area be deferred for consideration by the Public Works Committee following receipt of the report requested from the Commissioner of Engineering and Works on possible solutions to the duplication of the street name "Hammond Road" in Wards 6 and 9 and the resulting duplication of the addresses 54 and 55 Hammond Road.

F.02.07  
(38-40-84)



August 8, 1984

41-84 That the owners and tenants of Gillian Street be invited to attend the next meeting of the Public Works Committee to discuss the following proposed recommendations:

- (a) That the proposed roadway running westerly from Gillian Street between Gillian Street and Erindale Station Road be named Central Parkway West when established as a public highway.
- (b) That, effective January 1, 1985, Gillian Street be renamed Central Parkway West.
- (c) That Gillian Street be double signed to indicate both "Central Parkway West" and "Formerly Gillian Street" for a period of 12 months (Jan. 1, 1985 - Jan. 1, 1986).

F.07.02  
(38-41-84)

42-84 (a) That First City Development Corporation be advised that the following names are approved for use in the LISGAR DEVELOPMENT on lands on the west side of Tenth Line, south of Derry Road and north of Britannia Road in the City of Mississauga (21T-83036):

PEACOCK  
NUTHATCH  
MOCKINGBIRD  
WAXWING

OSPREY  
HARRIER  
BITTERN  
SNOW GOOSE

- (b) That Team Three be advised that the name "MALLORYTOWN AVENUE" is approved for use in conjunction with the KANEFF HEIGHTS DEVELOPMENT on lands on the south side of Eglinton Avenue, west and north of Highway 403 in the City of Mississauga (21T-81050M).

T-81050  
T-83036  
F.02.07  
(38-42-84)

43-84 That consideration by the Public Works Committee of the suggestion that municipal house numbers be included on street name signs at major intersections be deferred pending receipt of a report from the Commissioner of Engineering and Works on the costs involved of upgrading the signing at existing problem intersections in the City of Mississauga and recommending a policy for road signing that would clearly identify roads, directions and/or municipal property numbers in advance of intersections, particularly after dark.

F.02.07  
(38-43-84)

August 8, 1984

- 44-84 (a) That the report dated July 31, 1984, from the Commissioner of Engineering and Works, and the lists of street name duplications and street name conflicts in the City of Mississauga, be deferred for consideration at the next meeting of the Public Works Committee to be held on Thursday, September 20, 1984.
- (b) That the Commissioner of Engineering and Works prepare a report for consideration by the Public Works Committee at its meeting to be held on Thursday, September 20, 1984, on possible solutions to the duplication of the street name "Hammond Road" in Wards 6 and 9 and the resulting duplication of the addresses 54 and 55 Hammond Road.
- (c) That the lists of duplications and conflicts in street names attached to the report dated July 31, 1984, from the Commissioner of Engineering and Works be circulated to all Members of Council prior to the September 20th meeting of the Public Works Committee, so that they may identify which duplications and conflicts of street names within their ward should be given priority.

F.02.07  
(38-44-84)

- 45-84 (a) That the Commissioner of Engineering and Works report to the Public Works Committee on the possible institution of permit parking on Burnbrae Drive and Otis Avenue to be available only to the residents of these streets for their own use or the use of their guests.
- (b) That the construction of the parking lot on the Bird Property at 1469 Burnhamthorpe Road, provided for in the 1984 Capital Budget, be deferred until the Erindale Secondary Plan has been prepared and the question of the land use of the Bird Property (Natural History Centre) has been resolved.

E.04.02.01.21  
F.06.01  
(38-45-84)

- 46-84 That the City of Mississauga's Preservicing Policy for plans of subdivision be amended to indicate that no preservicing is to commence until:
- (a) The City Clerk's Office can certify that the appeal period for the concerned rezoning by-law has ended without objection, or
- (b) The Ontario Municipal Board has granted approval to the rezoning by-law.

A.00.02.01  
(39-46-94)



August 8, 1984

- 47-84 (a) That rippled pavement be placed on Mineola Road East, Indian Road and Thorn Lodge Drive prior to August 31, 1984, as a speed deterrent to traffic on these streets and that this rippled pavement replace the existing measures employed on Mineola Road East and Indian Road.
- (b) That a recommendation on the application of rippled pavement on Pinewood Trail be deferred pending the results of a meeting of City staff with the Ward representative, Councillor Harold Kennedy.

F.02.01  
F.06.04.05  
(38-47-84)

- 48-84 (a) That the Articles titled "'Future thinking' needed to push recycling" and "Halifax sets landfill trend in Nova Scotia" published under the heading of WASTE MANAGEMENT in the June, 1984, issue of Civic Public Works, and the information contained in the letter dated July 31, 1984, addressed to Councillor David Culham from Buscombe and Dodds, on the newspaper recycling program they operate in conjunction with Dominion Stores Limited, be received.
- (b) That the Commissioner of Engineering and Works investigate and report to the Public Works Committee on the feasibility of using grocery stores as locations for collecting paper to be recycled.

F.08.07  
(38-48-84)

- 49-84 That the Summary of Unfinished Business relating to the Public Works Committee as of August 8, 1984, be received for information

A.03.04.06  
(38-49-84)